

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports.*—"This meeting pledges itself to support SEAFARING."

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*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

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*Liverpool Mercury.*—"In every way suitable for the purpose it has in view. The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"There is plenty of work for this journal with its nominal price and multiform attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

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*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England who stay at home at ease."

*Hampstead and Highgate Express.*—"No reason why this message to and from the sea should not become one of the most influential organs."

*Hampshire Independent.*—"Well conducted." *Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

## Y A R N S.

CHIL. (Continued.)

### JACK IN TOSPY TURVEYDOM.

PART III.

"What about that cut," said I to the affable husband, indicating a scar over one of his eyes.

"But she would not fling decanters at you," he replied.

"I would not let her," I said.

"That's just it," he made answer. "You can keep her in order, and I can't, and she is one of those women who require a man to be both a father and a husband to them."

The idea of being a father to anyone had only occurred to me once before, and I smiled grimly, for it had presented itself in the unpleasant form of a very dirty and ragged urchin, who, while I was asking for a drink in a public-house in Sunderland, suddenly rushed in and greeted me affectionately as "Dada," much to the disgust of a winsome barmaid who had taken my fancy, and I had never recovered her favourable opinion.

"But I'm not used to being a father," I pleaded. "The responsibility of being both father and husband to so charming a creature as Mrs. — is tremendous—the honour is overwhelming. I must think about it."

With this and some more pretty speeches I managed to get away, wondering how the lady felt. I did not have long to wonder. I had read that "Hell has no fury like a woman scorned," and I soon found out that the chap who wrote that understood the women.

In Topsy Turveydom it was very difficult to tell winter from summer, except that summer was generally the worst. A native, accidentally speaking the truth, once said that in their island the year was divided into six months of winter and six of bad weather. Still, there was sometimes a spell of fine weather, and when there was I would saunter about a little-frequented beach, and have a swim, leaving my clothes by the side of a rock a good way up the beach, as there was no bathing machine. One day I swam further out than usual, and, on returning ashore, found that my clothes had disappeared. I had no choice but to go home without them. I did not think it mattered very much, as I regarded Topsy Turveydom as a sort of savage country, and I had been in plenty of savage countries where the people wore nothing to speak of, save a smile or a frown as the case might be. Besides, in Topsy Turveydom, ladies were not considered fashionable at balls, &c., if they were not half naked. I got a lot of seaweed, and dressing in that as best I could, started to

walk home. I had not got far when I met the Commissioner of Police of Topsy Turveydom, who summoned several constables, and had me locked up.

The Commissioner of Police had a grudge against me. When I arrived in Topsy Turveydom there were several candidates for the position of Champion Liar, and the Commissioner believed that he would have got the berth if I had not arrived, so he hated me. The multiplicity of posts he filled was wonderful.

"Oh, I am the cook and the captain bold,  
And the mate of the *Nancy*, brig;  
And a bo'sun tight, and a midshipmite,  
And the crew of the captain's gig."

a shipwrecked person is reported to have boasted, on the ground that he had eaten all the rest of the *Nancy's* crew; but for multiplicity of functions the braggart was nothing to the Commissioner of Police of Topsy Turveydom, who was a lawyer, public prosecutor, local preacher, temperance orator, newspaper editor—I don't know how many more billets he had. But this I can say, that he was no ordinary lawyer. He was the only lawyer to whom the magistrates paid any attention. Laws in Topsy Turveydom had a beautiful simplicity. All the laws there had been made by rogues for the purpose of enriching themselves at the expense of honest folk, the result being that the honest folk were gradually exterminated, and that is how the place became Topsy Turveydom,

Where vice is virtue—virtue vice,  
And nice is nasty—nasty nice;  
Where right is wrong and wrong is right,  
And white is black and black is white.

In fact, everything was so inverted that it almost seemed surprising to see people walking on their feet instead of on their heads. Their laws were divided into two classes, called civil and criminal, both being so administered that nobody was ever known to obtain justice there. The difference between civil and criminal cases was that in civil cases the lawyers devoured all that you had, and in criminal cases you were put in prison or hanged—unless you happened to be guilty. In criminal cases no proceedings could be taken except at the instance of the Public Prosecutor. Now he was the only lawyer in the place to whom the magistrates would listen, and therefore the only one worth employing. He was the family solicitor of all the rich law-breakers in the place, and if any one went and complained against them he calmly pointed out the absurdity of supposing that any client of his could transgress, and clenched the argument by shewing the impossibility of a lawyer prosecuting his own client. Persons presumptuous enough to protest against this view

he denounced in the *Topsy Turveydom Times* and got them imprisoned if they did not apologise, or they were found dead and declared to have committed suicide. When you broke the law in *Topsy Turveydom*, your proper course was to employ the Public Prosecutor as your private solicitor at once, if you had not previously retained his services, and you were safe. This precaution I had neglected. I was taken before the magistrates—one of whom was the husband and the other the brother of the lady I had objected to take off their hands, so they were dead against me. Moreover, the charges brought against me were the most serious that could be brought in *Topsy Turveydom*. I was accused of having spoken the truth. For any person in *Topsy Turveydom* to be guilty of speaking the truth was to be guilty of the blackest crime, and in the case of the Champion Liar it was a crime quite unpardonable. Nor was this all. I was further charged with defrauding the church, the landlords, the lawyers, and the community by indulging in swimming, which was calculated to teach the rising generation to swim, and the practice might lead to persons escaping from ships insured to be lost, and telling awkward tales.

Needless to say I was at once convicted. How I fared afterwards I shall tell you after I have had a smoke.

(To be continued.)

IN IRONS.—The brigantine *Amunel Trebén*, a Norwegian vessel of 207 tons, from Halifax, Nova Scotia (Captain Abrahamson), has arrived at Ardrossan with one of the crew (a Russian) in chains, which hung about his neck and manacled his wrists. The occasion of his mutinying is not yet to hand, but for 16 days he was in possession of the fore-castle, all hands having gone to the cabin end of the vessel. He was second mate of the vessel, and threatened to kill every man on board. As there is no Russian Consul at Ardrossan, Mr. Alpine, the Norwegian Consul, advised with the authorities on the matter, and immediate steps will be taken to see what is best to be done.

AN INTERESTING CASE.—On Saturday, before the Isle of Wight county justices, George Crews, of Brightstone, William Wallace, of Portsmouth, and George Herbert, of Cowes, were summoned under the Merchant Shipping Act for not obeying the lawful commands of Mr. John Canning Doherty, J.P., owner and master of the yacht *Zuleika*. It appeared from the evidence that on the 18th inst., Mr. Doherty discharged Webb, a master mariner, from the yacht, and appointed a man named Fryer in his stead. Next day defendants, who composed part of the crew of the *Zuleika*, refused to obey Fryer's orders to get the vessel under way, and again when requested to do so by Mr. Doherty. They left the yacht and proceeded to Mr. Drover, the shipping agent, where they obtained their respective discharges, Webb signing them. The defence was that the men signed articles to serve under Webb as master, and what was purported to be a copy of the same, which had been nailed up in the fore-castle, was produced. It did not, however, tally with the articles proper, as therein Webb was described as sailing master, and Mr. Doherty's name was attached as master. The crew said that Mr. Doherty was utterly incompetent.—Mr. Damant, for the prosecution, submitted that the articles were not material, as the Merchant Shipping Act did not make it imperative to have them. Although a formal document was issued by the Board of Trade, he further contended that even if Mr. Doherty was not the master, he, as owner, was entitled to have his lawful commands obeyed.—Mr. Colenutt, solicitor for the defendants, said at most it was a case of misunderstanding, and did not come within the category of mutiny.—Ultimately the bench amended the summons so as to read "did unlawfully refuse to obey a lawful command," and fined defendants £1 each and to forfeit two days' pay.—Admiral de Horsey informed the defendants that they were wrong in thinking that an owner could not change his captain without sacrificing his crew.

## CVI.

## THAT LITTLE WIDOW.

(Copyright.)

"My dear Isabel," said Mrs. Jossamer, pettishly, "I do wish you would not say such horrid things."

"They are horrid, as you are pleased to term my remarks, because they are true, mother. I have no wish to wound your feelings, but it is necessary sometimes to speak out plainly to keep you within bounds—within decent bounds, I might say."

"Within decent bounds!"

"Precisely," said Isabel, coolly. "Look at your conduct, and ask yourself honestly if I am not right. What is our strange—our anomalous position? I am the watchful mother; you are the wayward daughter. It is not natural or right that such should be the case."

"You may well say so," murmured Mrs. Jossamer.

"But circumstances have forced me to assume the position, disagreeable and thankless though its duties are. I sacrifice myself on the altar of a frivolous mother. I have to play chaperone to you wherever we go; to watch your every movement, your every word, lest some indiscretion should make us the subject of common scandal. Your frivolity is something frightful."

"Oh, pray do leave off, Isabel. It is so hot," remonstrated Mrs. Jossamer feebly.

"I shall not leave off until I have finished," was the logical retort. "I have not to go back further than the beginning of this week to call to mind a dozen acts which only the giddiest of girls would commit, and which in a matron—"

"I won't listen, Isabel; I'll put my fingers in my ears."

"In a matron of forty-five summers—"

"It is not true; you know it isn't, you horrid thing."

"In a matron of five-and-forty winters," pursued Isabel ruthlessly—"in, I say, a matron of your mature years, are to my mind grossly and pitifully immodest. Did you not at the Fizzleton's party on Monday night flirt with young Hobblefoot, of the Guards, in a way that attracted the attention of the whole room?"

"It's false," said Mrs. Jossamer, indignantly. "Hobblefoot flirted with me. How could I help it?"

"And at the ball on Tuesday did you not dance half the night with that odious Wobbles, whom all the world knows to have separated from his wife under circumstances that reflect discredit upon all the parties concerned?"

"Poor Wobbles was so lonely," said Mrs. Jossamer.

"It was not your part to provide him with company. And then on Sunday at church, where at least one might look for a little sobriety and reverence, did you not make eyes at a man in the next pew to such an extent that the wretched creature entirely forgot himself and began to sing, 'Fond heart, I need thy angel eyes,' instead of the first verse of the 'Nunc Dimittis'?"

Mrs. Jossamer was so far impenitent that she laughed again at the recollection of the scene.

"Already," went on her daughter, "you are talked about in a way that is humiliating in the extreme, and which shews that your foolish giddiness has had its effect. Yesterday, at the Finnikin's reception, I came unexpectedly upon a little knot of men laughing loudly at some, no doubt, improper story that one of them was repeating for the benefit of the others. I did not overhear much, fortunately, but what I did gave me to understand that 'that jolly little widow Jossamer' was the object of their brutal merriment. Think of it, and blush if you can."

Mrs. Jossamer thought of it, and so far from blushing received the information with a giggle that betokened anything but displeasure.

"All this," pursued the widow's daughter, "was as nothing, it was propriety itself, by the side of your crowning act of effrontery. Not content with turning the head of a silly boy, not content with shewing yourself to the world as the dancing partner of another woman's divorced husband, not content with a hundred and one similar acts of the grossest impropriety, you turn round and actually attempt to rob me of my lover!"

"Oh, Isabel, how can you say such a ridiculous thing?" protested the widow with an air of injured innocence.

"It is not ridiculous: it is a fact, and you know it. But understand me clearly. I bear no resentment. I believe that Captain Sparker, like me, estimates your eccentricities at their true worth, and that, while for my sake he good-naturedly tolerates them, his opinion of your proceedings is, to say the least, not flattering. He, with me, no doubt, considers your five-and-

forty years, and the memory of your two dead husbands should act as a check upon your exuberance."

At this reference the widow promptly burst into tears, and declared that Isabel's unkindness would kill her, it would. "It is hard enough to forget poor Jossamer, not to mention the other poor dear," she sobbed, "without having them brought up in such an unfeeling way."

Isabel smiled grimly, and waiting until her mother's tears had subsided, went on, "I have made up my mind to let you take your own course in the future, and if by your indiscretions and extravagances your reputation is ruined, you alone will be responsible; you will not be able to blame me."

With this she rose to leave, but before doing so said, "As to Captain Sparker, as far as I am concerned, and as far, I venture to think, as he is concerned, you may attempt to flirt with him as much as you please. It will not affect him; and it will at any rate help to keep you out of worse mischief."

"Well, of all the monsters!" murmured Mrs. Jossamer, when the door had closed upon her terrible daughter.

For a few moments the little widow kept her seat in motionless despair, and was only recalled to her wonted sprightliness by observing her reflection in the mirror opposite, which shewed her to be, in spite of the weight of forty-five years and the trouble of two husbands, a very charming and attractive little widow indeed.

"After all," she said, posing admiringly before the glass, "it isn't years that make one old, as the poet tells us. Isabel isn't so good-looking that she has much to boast of. No one who was not told would guess that I was her mother, I am sure; and didn't that delightful Captain Sparker positively refuse at first to credit it? The impudent chit, I will be even with her yet. She only wants to prevent me from marrying again because of my money. And I will marry again just to shew her that she can't say such odious things and tyrannise over me when she has left school hardly half-a-dozen years. The idea!" said Mrs. Jossamer, indignantly.

While Mrs. Jossamer was thus soliloquising, another person in whom the reader is interested, was engaged in the same occupation. This was a lank, dark gentleman, with Mephistophelian eyebrows and moustache, and a sardonic smile, who had just adroitly avoided Isabel passing down the pavement, and was ascending the steps leading to Mrs. Jossamer's front door.

"So ho!" ran the reflections of this gentleman, "we shall find the charming little widow alone and have a tête-à-tête uninterrupted. Devilish nice woman that, 'pon my word, and not so bad a matrimonial venture spite of the two fellows she's killed off. With the nice little pile of wherewithal thrown in, you might do much worse, Sparker, my boy; and you're doocidly hard up, you know—doocidly."

He was warmly welcomed by Mrs. Jossamer, who offered him a chair, which was already rather close to her own, and which he was careful to move nearer before he took it.

"You are so unexpected, Captain Sparker, but always welcome. Isabel will be dreadfully vexed when she hears that you have called in her absence."

"It is, no doubt, to be much regretted," said Sparker, drawing his chair a little closer, "but, as they say confession is good for the soul, it may be beneficial to admit that I am not so greatly disappointed as perhaps I ought to be."

"And why, pray?" asked the widow, smiling archly.

"I have found you here," replied the Captain gallantly.

"You are a bad, deceitful man!" said the little widow, shaking a playful finger at him. "What do you think dear Isabel would say if she heard that?"

"What she would say I would rather not think of." The Captain drew his chair nearer, and lowered his voice. "It is painful to have to say it, but your daughter, my dear madam, is jealous of you."

The widow sighed a deep and melancholy affirmative, but made no other reply.

"And with good reason," pursued the Captain, drawing his chair a little nearer. "She cannot conceal from herself that she has by her side one whose charms—"

"Fie, Captain!" said Mrs. Jossamer, with another arch smile.

"I will say it. One whose youthful charms—"

The widow, blushing and laughing, pretended to stop her ears with her hands.

"One whose superior charms," persisted Captain Sparker, drawing his chair nearer, "renders her a rival dangerous, and to be dreaded. Those qualities, both of person and of intellect, which attracted me in the daughter. I have found in a



more than two-fold degree in the mother. "If you were sensible to flattery I would tell you—" "But I am not," said the delighted widow; "you know it."

Captain Sparker said he knew it well. "I am too old to be susceptible to flattery," said the widow with a charming smile.

"Old, madam! Do not my ears deceive me! You slander yourself. Why I, who am your senior by at least a dozen years, do not call myself old; and I am forty-two."

As the conversation proceeded, the Captain's chair gradually approached Mrs. Jossamer's until there was barely space for another between them.

"The fact is, my dear Mrs. Jossamer, your daughter's charms, striking though they are, are not of that ripe and mature kind appreciated by a man of discrimination and true taste, as I will venture for this once to call myself. There was, it is true, in her an attractiveness that made a great impression upon me, and that would, I make no doubt, have kept my heart's affection unimpaired, had I not seen you and found that the charms which she displayed were inherited, that they were inherited on the maternal side, but that, as it is by a kind provision of Nature, with gout and other diseases of an hereditary character, they were present in a far less pronounced degree in the daughter than in the mother. I admired the moon, but when in all its glory the dazzling sun burst upon me, I—metaphorically, my dear madam—fell down and worshipped. At the same time, the moon faded from my enraptured vision."

"Captain, Captain, I really must forbid you to talk like this any longer," said the widow, with a most bewitching glance. "You know you mustn't talk like this, don't you?"

"Out of the fulness of the heart the mouth speaketh," said the Captain, sentimentally.

"Wicked man! what am I to say when you quote Swinburne against me so effectually?"

The Captain did not reply. He was, in fact, gazing with an entranced expression at some object on the carpet. This Mrs. Jossamer, following the direction of his glance, found to be one of her feet, which, enclosed in the daintiest of satin slippers, was peeping coyly out from under her skirt. With a little scream, the widow withdrew the foot and blushed, and laughed gaily as she observed the Captain's look of real or assumed disappointment.

"Ah, why did you?" he asked sentimentally.

"I would sooner have missed three months' pay."

"You are a bad, bold man," said the widow delightedly.

Again the Captain fell into enraptured silence, and clasped his hands together in an ecstasy of joy. For he saw the widow's little foot creep out slowly and hesitatingly from its concealment, withdraw coquettishly, and again come forth, this time to remain and to reveal the prettiest ankle in the world. Mrs. Jossamer at the same time lifted her eyelids and gave the Captain a most bewitching glance before she lowered them once more. The two chairs now touched.

Not very long afterwards Isabel returned from her solitary walk in the park. There was a letter waiting for her, which had been delivered during her absence. She tore it open and glanced carelessly down the first page, turned pale and red alternately, and then read the missive through twice from beginning to end.

"I don't believe it," she said to herself.

Having learnt that Captain Sparker was with her mother, she went up to the drawing-room. Her foot-fall was soft, and the door-catch worked to noiseless perfection. She saw the Captain, her lover, with his arm fondly circled round her mother's waist; and she heard him say what he had often said to her also, what she had believed with all her heart, and what, no doubt, the widow as implicitly believed now.

For the moment she turned livid with anger, but almost immediately regained her self-control.

The widow uttered a little scream of terror, and the Captain, as he rather sheepishly disengaged his arm and rose to his feet, muttered to himself—"The devil!"

To the surprise of the culprits, instead of exploding with rage, Isabel came up with great calmness, and, holding out her hand, said with a smile—

"Ah, Captain, how do you do? I am afraid I startled you. You will not thank me for breaking in so rudely upon your little *tête-à-tête*—your *bouche-à-bouche*, as I might almost call it. My mother will be less disturbed, as I have so frequently interrupted her under almost precisely identical circumstances."

Neither Captain Sparker nor Mrs. Jossamer was for the moment able to say anything.

"Pray, Captain, resume your seat; and you, mamma, you are not accustomed to rise when I enter the room," continued Isabel pointing to the

two vacant chairs that remained in affectionate companionship though their late occupants had flown asunder as by a stroke of magic.

"My dear—" faltered Mrs. Jossamer.

"Er—" began the Captain feebly.

"Oh, it is quite unnecessary to explain," said Isabel pleasantly. "I see how matters stand exactly. Captain, whatever claim I may have had upon you I surrender with very great pleasure. Mamma, I should be the last to stand in the way of your happiness."

"Confound her," muttered the Captain, as the perspiration stood on his forehead. "I'd sooner face an impi of Zulul single-handed."

"Isabel," almost shrieked Mrs. Jossamer, suddenly giving way to a hysterical fit of excitement; "if you go on like that, I'll faint."

Then she broke into a shrill laugh, and bursting into a flood of tears immediately afterwards, flung herself into the Captain's arms. He tried in vain to soothe her. The widow laughed and cried, and cried and laughed, stamped the pretty little foot on the floor, and alternately reproached him with bitterness, and appealed to him for protection. Isabel had quietly withdrawn, and the Captain, terrified and not knowing what to do, took up his hat and gloves, and fled from the house. Looking up when outside he saw Isabel, at one of the windows, wave her hand and smile an encouraging smile.

Next day this note reached him:—

"DEAR CAPTAIN SPARKER.—I am going out this morning on rather important business. Mamma, who stays at home, will be very lonely, and she will be glad to see you.—Sincerely yours,

"ISABEL FLAXTON."

The Captain went accordingly, and found the little widow quite recovered from her indisposition, and more charming than ever. They were not long in coming to an understanding. The widow was delighted with the Captain's gallantry, and the Captain borrowed a ten-pound note of the widow.

When Isabel returned, calmer and more affable than ever, Captain Sparker, not without some nervous hesitation, told her that the day had been fixed.

She congratulated him and her mother with a smiling face, and without a sign of emotion.

"I am bound to explain—er—" stammered the Captain, "that—er—"

"No explanations, I pray, Captain," said Isabel pleasantly. "Explanations would be quite superfluous."

The day of the wedding arrived. As all the world knew of the engagement of Captain Sparker with Isabel, the bride and bridegroom were anxious that the ceremony should not be announced, and that it should pass off as quietly as possible. To this Isabel generously assented, and when the party, including besides these three, a gentleman friend of the Captain's and a lady friend of Mrs. Jossamer's, reached the church they found no one there but the old pew-opener, the verger, and a solitary woman in a retired pew, who had apparently entered the sacred building for the purpose of enjoying a few minutes' rest.

Captain Sparker had got himself up in splendid style, and he scattered smiles around with the most amiable prodigality on everyone of the party and everyone not of the party, including the woman who sat in the pew. Mrs. Jossamer, too, was in an exceedingly happy frame of mind. As for Isabel, she was as cool and collected as ever, and so good-tempered at even this trying moment, that the little widow could not help whispering to the Captain, "That darling Isabel is the most unselfish, self-sacrificing creature in the world."

The Captain thought so too, and would have said so, had not the ancient pew-opener, who was arranging the members of the party in their respective positions, at that moment seized upon and adroitly whisked him into his appointed place.

"Into which holy estate," droned the minister at the end of the exordium, "these two persons present come now to be joined. Therefore, if any man can shew any just cause why they may not lawfully be joined together, let him now speak, or else hereafter for ever hold his peace."

"I object to this marriage."

Everyone, the minister included, stared in amazement at the interrupter. It was Isabel.

"The devil," said Captain Sparker.

"This is very extraordinary," said the clergyman. "You are one of the wedding party, are you not?"

"I am."

"Then why did you not make your objection in a more appropriate place instead of preferring it at this last moment, and in this sacred place?"

"I am not here, sir," said Isabel coolly, "to discuss with anybody the motives of my conduct, but simply to object to this marriage being proceeded with."

"What is the nature of your objection?"

"Nothing more serious than that the bride-

groom has already a wife. Here is the certificate of his marriage twenty-two years ago, under the name of Dash."

"That's very true," said the Captain in a blustering tone, though his face was livid, "but my first wife has been dead for many years."

"Do you assert that?" asked Isabel quietly.

"Certainly," said the Captain. "Buried her myself."

"In that case," said the minister, "the ceremony must proceed. Neither the law nor the Church places obstacles in the way of the marriage of a widower."

"Stay a moment, sir," urged Isabel. "Mrs. Dash, be good enough to come forward."

The woman in the back pew, whose averted face no one had up to this point noticed, here rose and came into the chancel.

"The deuce!" said the Captain.

"Do you know this person?" asked Isabel.

"I am sorry to say I do," replied the woman addressing the minister rather than Isabel. "He is my husband, and his name is Dash—Richard Dash. We were married more than twenty years ago at Southampton; that paper in your hand is the certificate; and as you see, Richard Dash has not yet had the satisfaction of burying me."

There were bitter scorn and hatred in the look she turned on the man who had wronged her.

The Captain and his friend who acted as best man exchanged a glance, and without waiting for further parley made the best of their way out of the church.

As he passed down the aisle Captain Sparker turned and said with a sardonic smile—

"Ta-ta, widow; better luck next time."

As the sobbing and disconsolate Mrs. Jossamer was riding home in the wedding coach with her daughter, Isabel said—

"Did you see that letter in my hand when I surprised you and Captain Sparker, alias Dash, the other morning? That letter was a note of warning from his deserted wife. Next day, whilst you and this precious adventurer were plotting my shame, I saw her, and found her story to be true, but I did not speak. I resolved to let you go on to the end in order to punish you."

"How could you? How could you?" wept the poor little widow heartbrokenly.

"How could I?" echoed her daughter scornfully. "Thank your lucky fate that I did not let you marry him. I don't think you will try to take away from me my next lover."

**THE MAIL ROUTE TO THE CAPE.**—At the last monthly meeting of the Capetown Chamber of Commerce the secretary read the following report with reference to the Lisbon mail route:—"Your committee have considered the question of mail steamers touching at Lisbon, and state that they have been informed that the cause of the last delay of the mail at Lisbon was a miscarriage, which took place in England. Therefore there has only been one instance attributable to Continental service. Considering the advantage of the route as regards Continental communication, and understanding that the matter of increased facilities to obviate delays is under consideration, they recommend that it is not desirable to advise its abandonment at this early stage unless an arrangement can be made for a supplementary mail to leave England on Saturday mornings from an outport other than that at which cargo is shipped."

**A CAPTAIN CENSURED.**—The Board of Trade has issued the report and decision of the Marine Board of Queensland on the circumstances attending the wreck of the barque *Waverley*, on Bell Cay Reef, on July 3, 1889. The vessel was owned by Messrs. Roxborough and Russell, of Glasgow, William Kitley Binns being the master, and she sailed on Monday, July 1, from Moreton Bay for Bangkok in sand ballast. She was stranded, and became a wreck on a reef when being headed for the Capricorn Channel. With the standard compass not properly compensated and corrected for south latitude, the Board consider that no dependence could be placed on the accuracy of the course steered, and they attribute the loss of the vessel to the general untrustworthiness of the dead reckoning, the state of the weather not allowing any azimuths or other observations to be taken, and they are further of opinion that before entering the Capricorn Channel North Reef light should have been distinctly made out and a fresh departure taken before entering the inner route, and that the master committed an error of judgment in steering to pass the reef at a distance of 14 miles, which was beyond the range of the light as visible from the deck. The board do not consider the loss of the vessel to be satisfactorily accounted for, and they severely censure Captain W. K. Binns for the manner in which he navigated his vessel.

## CORRESPONDENCE.

## A SENSIBLE WIFE.

To the Editor.

DEAR SIR,—After reading the letter from "The Man with the Carpet Bag" in SEAFARING, I was very happy to see the way he stands up for the mates. It is a crying shame for the chief mate of a ship to be paid under a second engineer, considering the responsibility he has. It wants to be changed badly. I am a mate's wife myself. I don't know if you have many letters from the fair sex, but I thought I would send a few lines to let you know that we appreciate your valuable paper for helping the seafaring class. I send it to my husband every week. I hope the mates will waken up, join the Union, and soon be in a position to demand more wages. Hoping you will not think me forward in writing this, and think it worth inserting.—I am, &c.,

HEATHER BLOOM.

Dundee,  
September 19, 1889.

[Like all sailors, we greatly admire the fair sex, though we do not quite agree with the sentiment of the poet who wished that

"Woman-kind had but one rosy mouth,  
That I might kiss them all at once from north  
to south."

It gives us great pleasure to print this lady's letter, and we congratulate her husband on having so sensible a wife. If the wives of all seafaring men, whether their husbands be masters, mates, sailors, or firemen, would urge upon their husbands the advantages of the Union, and give them no peace till they join, the children and wives of seafaring men, as well as the men themselves, would benefit greatly.—ED. SEAFARING.]

## THANKS.

To the Editor.

MR. EDITOR,—May I, through your little SEAFARING, kindly thank those friendly people who assisted my shipmates and me when we were wrecked and landed from the wrecked ss. *Thunder*, the 12th inst., at Stock Wal. Quay, Pembroke? Also the superintendent Board of Trade office at Swansea, who kindly got us sent here to London from further distress; and our kind brethren at Tower Hill Branch, who all, with brotherly sympathy, did for me what they could, and duly consented with the worthy secretary, Mr. Pleasance, to pay me the shipwrecked's benefit of the Sailors' and Firemen's Amalgamated Union, which I have with thanks received. And kindly ask those who do not yet belong to this Union not to delay in joining it, here or elsewhere?—I am, respectfully,

yours truly, C. HANSEN.

(A Member of Tower Hill Branch.)

177, West Ferry-road, Millwall, E.

## LOSS OF LIFE AT SEA.

To the Editor.

SIR,—In your issue of the 14th September I drew the attention of your seafaring readers to an extract from Mr. Thomas Scrutton's paper in the April number of the *Nineteenth Century* as follows: "In order to try and trace where the responsibility for losses really rests, I find that from 1877 to 1883 inclusively, whilst 2,570 inquiries were held on certificated officers of the mercantile marine in consequence of these casualties, in 1,803 no action was taken against the said officers; 720 had their certificates suspended for a time, and 47 had their certificates cancelled, shewing conclusively to what an extent the accidents incidental to the profession are the causes of disaster, because if an inquiry is held, and the certificate of no officer is suspended, the fair presumption is that the officers are not to blame."

To select an isolated passage is often unfair. Let us therefore read the context: "Out of 649 collisions from 1876 to 1883, while—

102 arose from general negligence and want of caution,

92 arose from a bad look out,  
128 arose from neglect or misapprehension of steering and sailing rules,

58 arose from thick and foggy weather,  
53 arose from error of judgment,

48 arose from neglecting to shew lights,  
there is not one case recorded in which it would be reasonable to reflect on the shipowner as being in any way responsible for the loss."

The only thing shewn conclusively in the above extracts is the desire of the President of the Chamber of Shipping to exonerate the shipowners

and to throw the responsibility for these losses on the certificated officers of the mercantile marine. I shall, however, be surprised if it rests there, as Mr. Scrutton has not pursued his inquiry far enough, but with your permission I will extend it.

Mr. Scrutton is the chairman of the London Local Marine Board, and in his evidence before the Royal Commission on Loss of Life at Sea (6496-6499) attached much importance to Board of Trade certificates, and seemed to value them very highly. Will he be good enough to inform us whether the 769 masters, who had their certificates suspended, held the ordinary or the extra certificates? Does he know the difference between an ordinary and an extra examination? Is the ordinary examination adequate to test the competency of a master to navigate an iron ship, especially a fast steamer? Is he, by virtue of his examination, competent to navigate his ship by observations of any other heavenly body than the sun? If not, how do the Board of Trade and his employers expect him to navigate by night? Is he examined touching his knowledge of how to rate a chronometer by any method to be found in any work on navigation? Does his examination include any inquiry into his knowledge of the laws of the deviation of the compass, and his competency to compensate or correct his "Standard" compass? Because the Board of Trade designate such subjects as extra, is the shipowner warranted in considering knowledge of them superfluous, and, therefore, useless? Does Mr. Scrutton desire to be regarded as a man who considers the third as equal to the whole, and that the lesser contains the greater? This is very much what the preference of the shipowners for the ordinary master's certificate amounts to. Will it hold out 24 hours after the sailors and firemen get the Employers' Liability Act? Have the shipowners ever complained to the Board of Trade respecting their examinations?

These are only a few questions that crop up somewhat promiscuously, as I read Mr. Scrutton's paper. By the way, respecting those collisions, can he inform us whether all, or even any, of the masters have been examined in the rule of the road? The Board of Trade after certifying a man to be competent on totally inadequate grounds, take their chance as to what becomes of him. If his knowledge is limited to the contents of his examination, it is only a time question—given the chance—when he comes to grief. Then the Board come out strong. After submitting a string of leading questions, they wind up with the formula, that in the opinion of the Board, the certificate of the master should be dealt with. When loss of life occurs, is the suspension of the legalised deception, which should never have been issued, but which often means ruin to its unfortunate possessor, any compensation or even satisfaction to the widows and orphans he has made, often enough through no fault of his own?

It is to be hoped that a consideration of these questions will lead Mr. Scrutton to more correct conclusions respecting the causes of these casualties, than he seems to have arrived at in the paragraphs I have quoted from his paper in the *Nineteenth Century*.—Yours respectfully,

INQUIRER.

## GALLANT RESCUE.

To the Editor.

DEAR SIR,—Relative to the recent appointment of Mr. Poole as "check steward" of this branch, it may be interesting to you and your hundred thousand readers to know he is a younger brother of Robert Emery Poole, whose gallantry is so eulogistically recorded in the *Southern Echo* of August 30. You may see fit to oblige me by inserting my letter and the report of the occurrence graphically narrated in the *Echo*.—I am, sir, yours very obediently in Unity,

JOSEPH FRED NASH.

Southampton, September 19, 1889.

The following is the report referred to:—

GALLANT RESCUE.—Whilst the usual band performance was proceeding on the Royal Pier, Southampton, on Thursday evening, considerable excitement was caused by an alarm that several persons had fallen overboard. Happily, however, this report was greatly exaggerated, the accident being confined to a youth named H. Read, son of Samuel Read, baker, of 97, Derby-road. It appears he was sitting on the rail of iron tubing running along the side of the pier, close to where the *Solent Queen* is usually berthed, when it suddenly gave way, precipitating the lad into the water. Crowds of persons at once rushed to the spot, several jumping on the steamer to render

all the assistance possible. Whilst this was proceeding a young man named N. St. C. Strange, of 155, Derby-road, a well-known local athlete, had very gallantly climbed down one of the piles at the side of the pier, and was helping Read out of the water. Another youth, named R. E. Poole, son of Mr. J. G. Poole, the Harbour Board surveyor, dived into the water and got hold of the lad, and other help was at hand in the shape of a lifebuoy, some ropes, and a boat, which had been rowed up, and Read was quickly rescued from his perilous position, both rescuers and rescued landing on the steamer suffering only from a thorough ducking. It is fortunate that the lad did not strike his head against any of the pier abutments in falling. Messrs. Strange and Poole's conduct in so promptly going to the rescue is to be highly commended. We believe this is not the first time the last-named has assisted in similar cases. Although the accident was unattended with serious consequences it should act as a forcible reminder to the Harbour Board to have the sides of the pier properly railed in, though at the same time something is due from the public, who should not contribute to accidents by their own negligence. Rails are not intended for sitting on, least of all, in a place so dangerous as the water's-edge. The pier is always crowded on the occasion of the band performances, and every possible precaution should be taken to prevent accident.

## OFFICERS AND THE UNION.

To the Editor.

DEAR SIR,—I think the secretary of the Officers' Union must have misunderstood my remarks in regard to the officers' places being filled by foreigners; or, it may be, I did not sufficiently explain myself. I know only too well that a large number of foreigners hold Board of Trade certificates. But I never knew until now that a foreigner could pass a Board of Trade examination without previously serving in a British ship. The only thing our officers can do under the circumstances is to take these foreigners by the hand and say to them, "Help us as men to fight our battle." When I said that the shipowners could not replace the officers with foreigners I meant that they could not replace them with foreigners who did not hold certificates, for, as the secretary says, they do not only want the officers, but they must have their certificates as well. When the sailors and firemen went on strike the shipowners used the foreigner against them, so the only thing left for them to do was to take these foreigners into the Union, and fight the shipowner with their own weapon. The secretary of the Officers' Union also says in his letter that Union men ought to refuse to sign in a ship unless the master and officers can produce their Union cards. The idea is good, but what are we to do in a place like Hull, where we have not only been opposed by the shipowners, but by a great number of the masters and officers as well, who declare that they will not take Union men if they know it? For instance, one Hull captain was mean enough to throw a number of SEAFARINGS overboard. I think it would have looked far better of Captain Kelsey, of the *Rosetta*, had he first used the paper in apologising to the Union for destroying their property, or else given some explanation for his action, instead of sending a challenge to a Mr. Parsons to come and try to throw him overboard. I myself fail to see where Mr. Parsons said he would throw Captain Kelsey overboard. I must say Captain Kelsey has been very gentlemanly throughout. Now, Mr. Editor, when we have such gentlemen to deal with as this, how is it possible for us to do as the secretary suggests, for, instead of the masters and officers encouraging our Union, they seem to take a delight in opposing us, and thereby opposing their own interests as well, for I have no doubt that the time will come—and that in the near future—when they will be glad of our assistance. Trades Union principles are spreading not only in this country, but also on the Continent. Already there have been applications from societies abroad asking to be amalgamated with the National Seamen's Union, conspicuous amongst them being the Free Seamen's Society at Copenhagen. During the strike this same society printed bills and distributed them, warning all seamen not to go to England, as the seamen were on strike. They also called a meeting and passed a resolution empowering their secretary to correspond with Mr. J. H. Wilson, the general secretary of our Union, asking if the National Union could not be converted into an International Union. When we see societies abroad taking such an interest in our Union I think it looks healthy for the future of Trades Unionism, not only at home but abroad. —I remain, sir, yours, &c.,

THE MAN WITH A CARPET BAG.



AN EXISTING GRIEVANCE.

To the Editor.

DEAR SKIPPER,—Many pleasant voyages to our tight little clipper, and many thanks to you, Skipper, for the stowing of her heterogeneous cargo. I would again crave a berth, if not all took up, for a little more of "An Existing Grievance." I thought after my own and the "Rambler's" exposition on the above subject that the proper authorities had took your suggestion of August 24 and shifted Mr. Policeman 51 to other duties more fitting his ambition. My reasons for so thinking was that I had lost sight of him since the appearance of the exposition referred to, and I was just congratulating myself on the happy event when the apparition appears again on the scene as large as life. I have since discovered that he has been to his "Hielan' Hame" for a few weeks, no doubt eulogising to their nainsels on the great and important position he holds in Ta praw toon o' Glesca, and likewise preaching to them on the utility of coming through (for it is a well-known fact that a Hielan' man is a fine trade in Glesca), and "51" being in a position to put them right, if not to knock about "Jack," at least to take Jack's places. This heather Jock, dressed at the expense of the ratepayers, has taken a new *modus operandi*; that is, instead of coming boldly out as formerly and taking one of his tartan confederates as an A. B. or fireman, he takes his stand at the door of the office where the articles are a-signing so as he can be in readiness for any emergency. If there are any men wanted, naturally enough the door opens and an officer seeing who is there says, "See if you can get me a hand or so," as the case may be. Well, sir, "51" will raise the right arm in line with his breast and then gently wag the middle finger of that hand on a townie, whom you may be sure is pretty convenient at any time. Of course, just now it is very hard for him to get any of his cronies booked, as I have at all times during shipping hours (10 to 4) my eagle eye on him, and he knows it as well. Why, only last Saturday he would have had me arrested (if he could have got assistance) for not allowing a non-Unionist to ship and go to town to join the vessel. Another thing he did to-day (Monday, September 23), which, I am glad to tell you, turned out a victory for the Union. The ss. *Tenasserim* was about shipping a crew for Rangoon; the bo'sun, being a true son of our Union, was taking particular care that all hands going with him should be the same. Mr. "51" went and reported him to the shipping master. The consequence was that the bo'sun was overhauled about his conduct. He distinctly told the shipping master and captain that he could talk to the men in whatever way he chose as long as they were not on the articles, and as there was one amongst them that was a non-Unionist he certainly objected to sign with him. The captain said he could take who he liked, that was granted him; but the bo'sun told him he would neither take him nor the rest of the crew. They all to a man put on their caps and were going outside, when the captain called them back and told the bo'sun that he was not going to lose his whole crew for one man, and likewise told the man that he must join the Union before he could sign articles to go in that ship. The upshot of the whole job was "51" was defeated this time, and the Glasgow Branch is 10s. 4d. richer to-day. Three cheers for the bo'sun of the *Tenasserim*, and long live the Union, SEAFARING, and her skipper. Thanking you, Old Weather-glass, for past berths, and hoping you will nail this at the galley-door, allow me to remain, in unity, yours,

JOSEPH M'KEMAN,  
Outside Delegate, Glasgow Branch, Sailors'  
and Firemen's Union.  
Glasgow, 24th September, 1889.

THE REMEDY.

To the Editor.

DEAR SIR,—I see in your last week's issue a complaint by a member of the Union anent the hardships which the crew of a coasting collier has been enduring. Now, I can quite coincide with "M.C.," but I think it is not at all difficult to point out the remedy. Until such time as Union men can be got to refuse to sign to be at all times obedient to the commands of the master, there is no help for them. Then the way to be able to gain this point is by Union men using their utmost endeavours to get all the scabs to join the Union. When this point has been nearly accomplished, then will the men in the coasting colliers be brought on a level with the carrier's horse, and get one day's rest out of seven.

Trusting such things will soon come to pass, I am, yours truly,

Belfast, 24th September, 1889.

R. P.

THE SHIPOWNER OUTWITTED.

To the Editor.

DEAR SIR,—It having become a common practice for a few avaricious shipowners to instruct their captains to refrain from engaging crews at the port of Cardiff at the Union rate of wages, viz., £3 10s. per month in sailing ships, and advising them at the same time to procure men at Liverpool or elsewhere at lower rates, I beg leave to quote the following case, hoping it will be a warning to those individuals who are endeavouring to frustrate "poor Jack" in his just demands, owing to their insatiable greed for filthy lucre. On September 9th I was informed that the ship *Belpore*, of Liverpool, was only engaging her officers and apprentices, and that the captain intended to obtain his crew at Liverpool at a lower rate of wage than he could procure them at Cardiff. I immediately instituted inquiries, and telegraphed to Mr. Nicholson to frustrate his design, if possible. Mr. Nicholson endeavoured at the shipping office to enlighten the men as to the state of affairs, and prevail upon them to abstain from supplanting their fellow seamen at Cardiff, who were endeavouring by just and honourable means to obtain the necessities of life by maintaining the rate of wage now being paid. He succeeded in persuading two crews from engaging, but unfortunately (at the time) a third one signed articles to proceed to Cardiff in the tug *Jane Jolliffe*. This crew were non-Unionists with one exception, a man named Messingham. On their arriving at the ship, which, shame to relate, had been taken to Penarth Roads from the East Bute Dock by the riggers (a class of men whose interests should be identical with our own), this crew were informed that the rate of wages were far in excess at Cardiff than those they had engaged for at Liverpool. They at once refused to proceed in the ship, contending that they had agreed to join the vessel in Cardiff, and they further demanded the Cardiff wages. The captain being unable to come to any arrangement with the men, brought them ashore, and engaged another crew at the "Cardiff rates," thereby making it a signal victory over the accursed system practised by a few individuals who are a disgrace to the shipowning fraternity. Hoping you will favour this with insertion,—I remain, yours in unity,

JAMES HARRISON.  
Cardiff,  
September 24th, 1889.

WHAT UNION MEN ARE.

To the Editor.

SIR,—Kindly grant me a small space in your Journal, to draw attention to the respectable manner in which the Dublin Branch of the Sailors' and Firemen's Union carried out the funeral of one of their members. On Thursday, the 19th inst., I happened to be passing by that beautiful cemetery Glasnevin and saw the Union Jack over a coffin followed by a large procession of as fine and respectable a body of "Sons of the Sea" as any person could wish to look at. I inquired from one of the members, who seemed to be very much interested, the meaning of the funeral, and he answered "He was one of our men sir, that was drowned attempting to save the life of a shipmate." As he spoke to me, he was carried very much away by emotion, I suppose at the loss of his old comrade. I hope you will publish this that the action of the Dublin branch of the Sailors' and Firemen's Union may be estimated by the readers of your journal at its proper value. I think every praise is due to the secretary (Mr. Dench), who personally conducted the whole arrangements with credit to himself and his colleagues.—I am, sir, yours respectfully,

A SON OF A FIREMAN.  
September 24, 1889.

SHIPPING MASTERS' JUSTICE.

To the Editor.

DEAR SIR,—I shipped on board of the ss. *Glenista* on the 22nd July, 1889, as donkeyman, at the rate of £5 per month and £s. extra for overtime on Sundays. I performed one voyage to Cronstadt and back to Montrose. I was paid at the rate mentioned above, and I proceeded in the ship to South Shields, and from thence to Cronstadt, again returning to Montrose. I only signed articles once in the ship, and at the rate already stated, but when I went to get my wages at the shipping office, I found that the captain had reduced my pay to £4 10s. The articles of agreement were lying in the shipping office, and on the table, so that the shipping master could not help seeing them; in fact it was his duty to see them and see me righted. Now, sir, as I am a foreigner, and not acquainted with British laws,

I was afraid to demur. Seeing that a Government official was in the office, I thought that the captain had the power to do as he was doing. But I have since learned that I have been shamefully robbed of my just rights, and that, too, in the presence of a Government official appointed to see fair play between master and man. I have heard a great deal about the British laws, that they were always fair to rich and poor alike; but if this is a sample of them I think they want revising as soon as possible. Or if it is not the laws, but those who administer them that is at fault, then I say the sooner they make room for more impartial judges the better will it be for the name of the people of this great Empire.

Besides the above, sir, I worked one Sunday from 4 a.m. to 7 p.m., for which I expected to get paid overtime, but for which the captain refused to pay me one penny. Has he pocketed that himself?

By giving publicity to the above you will greatly oblige yours respectfully,

EDWARD CARLSEN (donkeyman).  
Witness, Gerhardt Hansen, C.A.B., per H. McKendrick, secretary, Dundee.  
Dundee, September 24, 1889.

DISGRACING THE UNION.

To the Editor.

DEAR SIR,—Last week the captain of the ss. *Fountains Abbey*, applied to me for Union men, as he would not carry any others. He engaged four firemen, who worked on board for three days before signing articles. On being paid for these days, these good (?) Union firemen straightway proceeded to get drunk and riotous. Two of them, Robert Kidd, No. 168, and Alexander Aitken, No. 169 in this branch, further attempted to take their bags on shore again and thus break their agreement. On the chief mate preventing them from doing this, they grew outrageous and attempted to assault that gentleman for doing his duty; in short they thoroughly disgraced me and the Union at large. This is to be regretted the more as the captain and chief mates are advocates of our Union, and I earnestly trust that this will meet their eyes in order to shew that these men were punished for their conduct. On the case being considered by the branch, it was decided to fine them 2s. 6d., and publish their names in SEAFARING. The committee and members of the Burntisland Branch wish it to be known that they are determined to maintain discipline. Defaulters and members guilty of such conduct as that of Robert Kidd and Alexander Aitken cannot escape punishment here. In the future similar cases will meet with a heavy fine and exposure, and, if repeated, with expulsion. As no non-unionist can sail out of the port, to be expelled from the Union means to be exiled from the district.—I am, yours in unity,

JAMES MOODIE, Secretary.  
Burntisland, September 23, 1889.

Foynes Harbour, county Limerick, situate on the Shannon, and 30 miles nearer the sea than Limerick port and harbour, has been handed over by the Board of Works to the control of a local body, at the head of which is Lord Montague, the Knight of Glin, and others. The Board of Works have forwarded £1,000 to aid in developing the harbour traffic.

CERTIFICATE SUSPENDED.—An adjourned meeting of the Plymouth Local Marine Board was held on Saturday to investigate charges of misconduct and drunkenness against James Ridge, late second hand of the trawler *Samana*, of Plymouth. William Horsford, skipper of the trawler *Samana*, said the sloop reached Tenby on Saturday, July 27, and was moored in the roads. He went on shore in the afternoon, and returned on board on the Monday. Before going on board he saw two of the crew on shore and they told him they were going home. He afterwards saw Ridge entering a public-house with two other men. Ridge came out the worse for liquor. When witness went on board he found the sloop abandoned by the crew, who returned to Plymouth, by steamer to Swansea, and thence by train. Witness had to ship a fresh crew to bring the sloop back. He had reason to believe that the crew who left the vessel destroyed the articles of agreement which they signed at Tenby, as they were missing after they left. Ridge asserted that the captain gave him leave to leave the vessel. This Horsford denied.—The court, after a short deliberation, found the charge of misconduct to be proved, and adjudged the defendant's certificate to be suspended for six months. The court intimated that they had taken into consideration the fact that Ridge was before the court a short time on a similar charge, and his abandonment of the *Samana* was misconduct of a gross character.

## IN THE DOG WATCH.

Do any of our readers know Captain William Mullens? Somebody has sent us a pamphlet written by him in the form of a petition to "Parliament and the Lords of the Committee of Privy Council for Trade," in which the Captain says:—

"Simply because, in the early part of 1875, my matrimonial aspirations dared to soar somewhat above my own level, fired by the attractions of a certain fair lady, whose name it would ill become me to make public, in Calcutta, to which port the *Vellore* is about to carry me for the first time since then (1875), it pleased the members of the Supreme Council of the Government of India, in the exercise of their despotic power, to impeach the sanity of my mind, incarcerate me in the Government Lunatic Asylum at Bhowanipore, seize my master's certificate of competency, send it home to Whitehall Gardens, and send me home to Dundee, with an attendant, on board the *Grand Duke* of Liverpool. Almost needless for me to add, that I was instantly liberated upon the *Grand Duke's* arrival at Dundee, and that my attendant was summarily dismissed. Not so needless for me to add, that ever since then, the Marine Department of the Board of Trade has obstinately refused to restore my master's certificate of competency, thereby reducing me to abject beggary for no substantial reason."

Captain Mullens is by no means the only man whose "matrimonial aspirations have soared somewhat above his own level." If such ambition be insanity, there is a great deal of insanity about, and many lunatics occupy very responsible positions.

"The more I studied the question of insanity the less I understood it; and if you ask me where it begins and where it ends, neither I nor any physician in the world can tell you." Such is the testimony of a medical expert, an authority on the subject and one through whose hands over 2,000 cases of insanity had passed, and his evidence bears the stamp of truth.

"'Tis a mad world, my masters." No doubt most people are more or less mad in the eyes of others, and a thing that on one person considers sensible another will consider mad. For instance, our readers and we think that the starting of SEAFARING was a very sensible thing; but we know people, regarded as responsible for their actions, who considered the project conclusive evidence that the editor was a hopeless lunatic.

If one man thinks another mad, who is to decide? Doctors are usually called in, and their decision is accepted, for, although they may not be able to tell where insanity begins or ends, they can generally tell whether a person's state of mind is such that it would be dangerous to himself or others to let him remain at large. If doctors were not called upon to decide in the case of Captain Mullens, they ought to have been. If they were called in, it would be interesting to know their opinion. If the facts of the case be as they are stated by Captain Mullens, he has been the victim of shameful wrong, and he ought to be compensated.

*The Kedge Anchor*—why not the *Sheet Anchor*—is the title of a journal which has been started in America as the organ of the International Maritime Exhibition, which is to be held in Boston. We have not seen this new American cousin yet, and shall be glad if any reader can show us a copy.

The International Maritime Conference, which meets in America next month, ought to have important results, but it is much to be deplored that a representative of the Sailors'

and Firemen's Union has not been selected by the Government to attend. The representatives of Britain at the Conference are to be Mr. Charles Hall, M.P., Admiral Molyneux, Admiral Smith, Sir G. Nares, K.C.B., Mr. Thomas Gray, C.B., Captain Wyatt, of the Peninsular and Oriental Company, and Captain Kendall, of the Dublin Steampacket Company.

The organ of the Mercantile Marine Service Association remarks on this subject:—

Ever since the announcement was made public that the United States Government had invited England to send her delegates to this important gathering, it has been a matter of speculation who would be among the chosen few. Of one thing there was no doubt, viz., that Mr. Thomas Gray would be the chief delegate, and this belief was apparently well founded. The Assistant Secretary of the Marine Department at Whitehall will "personally conduct" the tour to Washington. It will be generally understood that Mr. Thomas Gray will not start on his mission without having been previously instructed as to the course to be adopted at this conference of nations. We have no doubt that the usual official line of argument will be followed out, but whether the British delegates will be unanimous in agreeing to Mr. Gray's opinion with regard to the rule of the road, ships' lights, fog and course signals, &c., is a matter of conjecture. If the Conference is composed of practical men capable of dealing justly with the subjects at issue (as would be reasonably expected), then sound common-sense will overcome official fads and fancies, which too often partake of the retrogressive rather than the progressive policy. While we do not expect that the Washington Conference will convert the official mind from the prejudicial red-tapeism it has inherited for generations past, yet we do hope that this National Congress will result in forcing a rational view of things upon a department hitherto oblivious of the real interests and welfare of our shipping industry. However humiliating it may be to Great Britain with her preponderance of shipping tonnage, it is nevertheless true that a country like the United States, with its small share of shipping property, has been the first to recognise the need for reform in our International Shipping Regulations.

At Cardiff the other day, Mr. Peter Blacklock, second mate of the *Hajeen*, of Liverpool, was deservedly fined £2 and costs for assaulting an able seaman, while the latter was at the wheel. The pity is that the sentence was not one of imprisonment with hard labour for a few weeks, which might cure Mr. Blacklock. But the curious fact about the case was that defendant's solicitor said "No doubt at the bottom of all this affair was the Seamen's Society, which had been recently formed." How the Seamen's Society could compel Mr. Blacklock to assault a man at the wheel the lawyer omitted to explain, and the Bench evidently could not swallow so tough a yarn as that, otherwise the magistrates would have censured the society instead of fining the defendant. If the lawyer meant that the Sailors' and Firemen's Union caused Blacklock to be prosecuted, he simply helped to shew how very useful the Union is.

Some time ago we suggested that it would be unwise to close the subscription list to the Wilson Testimonial Fund too early, as many of Mr. Wilson's admirers and friends, who have reaped the benefit of his labours, are scattered all over the world, and time must be allowed them to get their SEAFARING, and hear of the proposed testimonial. We are, therefore, glad to learn that the closing of the fund has been deferred to December 31st. When it does close it ought to be handsome. Seafaring men do not care to do anything shabbily, and they will regard it as a sort of slight upon themselves and their Union, if its originator be offered anything less than a handsome testimonial. The other Trades' Unions of the country have given Mr. Wilson a splendid testimonial, in the shape of such a share of their confidence as places him on the Parliamen-

tary Committee, and it would be a disgrace to seafaring men if they did not shew their appreciation of the services of such a champion. SEAFARING will give ten guineas to the Wilson Testimonial Fund on condition that each seafaring man whose wages have been raised by the Union shall give not less than one penny.

It is not long ago since a shipping master bewailed the incredulity of human nature in general, and of the shellback in particular who objected to submit disputes to his arbitration. Having mixed a little in the society of people called respectable—and respectable people have been well defined as people who have not been found out—we have come across a few fiends, (of both sexes), but the most dangerous of them all was a creature who was always wishing to be treated confidentially, and so we learned by bitter experience to suspect people who invite confidence; therefore when we heard that the shipping-master who had been inviting the confidence of the seafaring class did not enjoy it, we were not surprised. In another column we print a letter from Dundee which, assuming its statements to be correct, shews the sort of fair play a shellback may expect from a shipping master.

But, thank God, and the Sailors' and Firemen's Union, there is promise of better things. Victims of wrong have only to set forth their grievances to us and the Union, to support the Union, and work for the return to Parliament of such men as Mr. Wilson to arouse the Legislature and the whole host of Board of Trade harpys, and shipowners' lickspittles will be swept away to make room for men who dare to do justice.

ASSAULTED AT THE WHEEL.—At Cardiff Police-court on September 20, Peter Blacklock, 33, second mate on board the *Hajeen*, of Liverpool, was charged with violently assaulting Stephen Holloway, in the Red Sea on June 8, 1889. Mr. J. H. Jones prosecuted, and Mr. Vachell defended.—The prosecutor stated that he was at the wheel when the defendant Blacklock, who was on the same watch, came up and complained that the ship was not on her course. Prosecutor, who had only been on deck about eight minutes, agreed that that was so, but added that the vessel was out of her course when he went to the helm, add that he would make her right presently. Defendant put his hand on the indicator, whereupon the prosecutor told him he could not see which way the helm was going, on account of the position of his hand. Upon this Blacklock went behind, and struck him three times in succession on the ear and left cheek. One of his eyes was blackened. Prosecutor still stuck to the wheel, and never once took his hands off. In the result another man was put to the wheel. He produced his discharge from the vessel; it was marked "Very good." He made a complaint to the captain. Defendant admitted that he had assaulted him.—Robert King, able seaman, and Thomas Toombs, able seaman, gave corroborative testimony.—Mr. Vachell, in stating the case for the defence, said no doubt at the bottom of all this affair was the Seamen's Society, which had been recently formed. He would shew that the prosecutor was most violent to his superior officer, and told him that in many a vessel in which he sailed the second mate would not be allowed on the bridge. The vessel was admittedly yawing about, and the defendant attempted to take the helm, but prosecutor, using very bad language, refused to go from it. In defendant's endeavour to compel him to relinquish his hold of the wheel a scuffle ensued, and blows were interchanged. So trivial was the affair regarded at the time that the captain did not think it necessary to "log" it. On the contrary, when the captain heard the complaint and the reply, he expressed the opinion there and then that the prosecutor had only got what he deserved. Evidence was then given by Captain Samuel Newby and Robinson Johnson, chief officer, in support of Mr. Vachell's statement.—A fine of 40s. and costs were imposed.



## GOT CERTIFICATES

As Masters or Mates during week ending September 21, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Morison, Francis W.	1 M	London
Morgan, David	1 M	London
Bean, Edgar W.	1 M	London
May, Jno. B.	1 M	London
Blower, Fyson	1 M	London
Brady, Ernest G. H.	1 M	London
Evans, Jenkin	O C	London
Bennett, Hy. Jno.	O C	London
Garrett, Richard	O C	London
Harland, Fredk. W.	O C	London
Bindley, Geo. H.	O C	London
West, E. W. T.	1 M ss.	London
Gautier, Wm.	M ss.	London
Rainey, Alfd. J.	Compass Deviation	London

Littledale, Jno.	O C	Liverpool
Shaw, Hy. H.	O C	Liverpool
McKenny, Arthur W.	O C	Liverpool
Burgess, Wm.	O C	Liverpool
Hobson, Fredk. R.	O C	Liverpool
Jones, Evan	2 M	Liverpool
Kirkpatrick, Thos.	2 M	Liverpool
Owens, Morris	1 M	Liverpool
Foster, Wm. W.	1 M	Liverpool
Dickens, Thos. J.	2 M	Bristol
Hoskins, Albt.	2 M	Bristol
James, Thos. A.	O C	Bristol
Hurst, Wm. H.	1 M	Bristol
Thompson, Jas.	O C	Bristol
Rees, Steven	1 M	Bristol
Bilton, Edwin D.	2 M	Hull
Collier, Joseph W.	2 M ss.	Hull
Wheeler, Wm. C.	1 M ss.	Hull
Burnett, Wm.	1 M	Hull
King, Alfd. C.	O C	Hull
French, Herbert C.	1 M	Hull
Clayton, Geo. A.	1 M	Hull
Moxon, Herbert Geo.	O C	Hull
Peckitt, Isaac	O C	Hull
Jones, Jno. M.	Ex C	Hull
Collins, J. D.	2 M	S. Shields
Hyslop, Jas.	2 M	S. Shields
Voss, C. L. C.	1 M	S. Shields
Gray, Saml.	O C	S. Shields
Bubb, S. W.	O C	S. Shields
Weatherill, Wm.	O C	S. Shields
Manger, Jas.	M ss.	S. Shields
Bevan, Wm. P.	O C	Plymouth
Davis, Walter	1 M	Plymouth
Watkins, H. T. M.	2 M	Newport
Craddock, E. L.	2 M	Newport
Ricketts, R. B.	2 M	Newport
Hill, H. J.	1 M	Newport
Essery, Jno. E.	O C	Newport
Hunt, T. G.	2 M ss.	Newport
Pickering, W. S.	1 M	Glasgow
Stewart, Alexr.	2 M	Glasgow
Clark, Jas.	2 M	Glasgow
Taylor, David	2 M	Glasgow
Moore, Edwd. F.	2 M	Glasgow
Simpson, Wm.	2 M	Leith
Miller, Wm.	2 M	Leith
Percival, Reginald H.	2 M	Leith
Robertson, Matthew	M ss.	Leith

## ENGINEERS.

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Hudson, Geo. C.	2	London
Jobson, W. H.	2	London
Pitt, Frank	2	London
Fitzgerald, Clarence O'B	1	London
McPhee, Daniel	1	London
Armstrong, Thos.	1	London
Cowell, Jno. Ray	1	London
Motley, Edwd. L.	2	Liverpool
Fraser, Andrew P. B.	2	Liverpool
Miller, Geo.	2	Liverpool
Chapman, Alexr. L.	1	Liverpool
Thompson, Richard T.	1	Liverpool
Sullivan, Clement E.	2	S'thompson
Gorton, Ramond W.	2	Bristol
Danes, Jno. D.	2	Bristol
Brown, Joseph	2	Sunderland
Blake, Jno. H.	2	Sunderland
Chilton, Wm.	2	Sunderland
Carter, Francis	2	Sunderland
Hall, Jno.	2	Sunderland
Bird, Robt. R.	2	Sunderland
Turner, Alexr.	2	Sunderland
Gilbert, Jno. T.	2	Sunderland
Watson, Abram R.	1	Sunderland
Olsson, Jno.	2	N. Shields

Marshall, Jno.	2	N. Shields
Wait, Thos. H.	2	N. Shields
Robertson, Ogston J.	2	N. Shields
Wheatley, Joseph J.	2	N. Shields
Ayre, Thomas	1	N. Shields
Armitage, Wm.	1	N. Shields
Dumont, Silvester	1	N. Shields
Black, Jno.	2	Glasgow
McGregor, Wm.	2	Glasgow
Fairley, Jno.	2	Glasgow
McKie, Jas. A.	2	Glasgow
Reid, David	2	Glasgow
Hamilton, Matthew	2	Glasgow
McLintock, Jas.	1	Glasgow
Blyth, Wm.	1	Glasgow
Carmichael, Farquhar	1	Glasgow
Adams, Saml.	2	Aberdeen
McConachy, Neil	2	Greenock

## SHIPS SPOKEN.

A Red Star Line steamer, steering west, September 14, 47 N, 48 W; by the Kaiser Wilhelm II. s, in the Weser.

Andola (ship), Rangoon to Queenstown, August 2, 35 s, 27 E, by the Clan Macgregor s, at Alcoa Bay.

A Red Star Line steamer, bound west, September 21, 50 N, 14 W, by the Werra s, at Southampton.

Admiral Tegethof, Reher, Bassein to the Channel, August 25, near Cape Agulhas, by the Norham Castle s.

A Cunard Line steamer, bound west, September 16, 50 N, 32 W.

Apollo, for Bay Verta, September 16, 50 N, 28 W, reported by telegraph from Liverpool.

A Guion Line steamer, September 14, 46 N, 49 W.

A Wilson Line steamer, September 14, 46 N, 46 W.

A Wilson Line steamer, September 16, 50 N, 29 W.

Anna (schooner), Mobile to Rosario, September 4, 37 N, 68 W, reported from New York.

Aberystwyth Castle (barque), steering SW, all well, September 14, 51 N, 6 W, by the Historian s, at Liverpool.

Argyll (British barque), Montevideo to Boston, August 18, "3 to 10 N" by the Munster, at Delaware Breakwater.

Amazona (brig), of Brake, West Coast South America to Falmouth, 136 days, August 27, 13 N, 27 W; short of provisions and was supplied; otherwise all well—by the Argentina, of Schreiner, at Pernambuco.

Allende s, Taganrog to Bremerhaven, September 22, Kykduing bearing ESE 10 miles distant, by Texel pilot boat No. 10.

Baring Brothers (English ship), steering south, August 27, 25 S, 41 W.

British ship, San Francisco to Falmouth, June 26, 46 N (s), 14 W.

British barque, all well, September 3, 2 S, 30 W, by the Duca di Galliera, s, at Genoa.

British India (English barque), Astoria to Queens-town 113 days, September 3, 9 N, 28 W.

Cardiganshire (British barque), from Barbadoes, September 10, lat. 32, long. 74, by the Hugin s, at New York.

Collingwood (British ship), from London, August 11, 31 S, 11 W, by the British Sceptre, at Cape Town.

Childers (barque), of Liverpool, Cardiff to Montevideo, September 6, 10 W, by the Ocean Racer, at Hamburg.

Chanaral, for Antwerp, September 4, 33 N, 71 W, reported from Liverpool.

Cavalier (barque), of London, at anchor below the Traverse, September 10, by the Sardia (s), at Quebec.

Drehna, for Singapore, September 19, 50 N, 7 W; Duchess of Albany (English ship), Cardiff to San Francisco, September 1, by the Citta di Roma s, at St. Vincent (C.V.).

Duart Castle s, London to Cape Town, September 21, 47 N, 7 W—by the Athenian s, at Southampton.

Ethels (English schooner), steering south, August 31, 12 S, 32 W.

English three-mast schooner, steering west, September 1, 46 N, 14 W.

Eastern Light, Cardiff to Montevideo, 57 days, lat. 8, long. 34, by the Kragero, at Bahia.

Eskdale (British ship), Liverpool to Honolulu 64 days, July 12, by the Montgomery Castle, at Valparaiso.

Fleur de Lis (barque), of Liverpool, steering NE, September 5, 38 N, 69 W, by the Southgate s, at Cork.

Felicitas, for Demerara, September —, 51 N, 17 W.

Guldbringa (Norwegian barque), from Bahia, September 8, off Henlopen.

Hungaria s, bound west, September 17, 50 N, 25 W.

Hermine (British barque), steering south, August 25, 31 S, 47 W.

Italian barque, Cadiz to Alcantara, August 28, 28 S, 33 W.

Ismir (British ship), Buenos Ayres to Montreal, September 9, lat. 43, long 63, by the Gut Heil s, at New York.

Isabel, Great Yarmouth to Picton (N.S.), September 12, off the Start, by the Sarah Anne, from Ballina in the River Thames.

J. H. Nicolai (barque), of Brake, steering WSW, September 4, 48 N, 9 W, by the Marie Goldermann, at Hamburg.

Kappa (British barque), steering SW, August 31, 47 N, 19 W, by the Guvnor, in the river Thames.

Leicester Castle (English ship), Antwerp to San Francisco 35 days, August 17, 2 S, 31 W, by the Pernambuco s, Scharfe, at Rio Janeiro.

Leopold V. Vangerow (ship), of Bremerhaven, steering south, September 1, 9 S, 32 W, by the Cor-telia s, Kopke, at Hamburg.

Lady Octavia (barque), steering south, all well, August 30, 13 N, 27 W, by the Historian s, at Liverpool (before reported spoken same date in lat. 4 N).

Mataura (British barque), London to New Zealand 51 days, August 11, 27 S, 31 W, by the Mowe, at Cape Town.

Mexican s, Southampton to Cape Town, September 21, 47 N, 7 W;

Miranda (barque), bound SW, September 18, 48 N, 8 W, reported from Liverpool.

Mariner (English steamer), bound east, September 17, 50 N, 16 W, by the Kaiser Wilhelm II. s, at Southampton.

M. P. Grace (American ship), September 16, 50 N, 29 W, by the Aller s, at Southampton.

M. J. Foley (British barque), Baltimore to Macao, September 7, 85 miles SE of Henlopen.

Monmouthshire (English barque), Cardiff to Adelaide, September 10, 10 N, 25 W, by the Belgrano s, Reidel, at Hamburg.

"Normandy" s, of West Hartlepool, bound east, September 15, 50 N, 33 W.

Ondola, for Queenstown, July 18, 4 N, 94 E;

Orient, for Valparaiso, July 23, 3 N, 95 E, reported by telegraph from Liverpool.

Potamac, for Amsterdam, September 9, 42 N, 62 W.

Percy, of London, September 26, 48 N, 7 W, by the Asia, s, at Liverpool.

Roma (barque), September 8, off Henlopen.

Superb (British ship), Rangoon to Rio Janeiro 50 days, all well, August 29, 35 s, 19 E, by the Congella s, at Cape Town.

Speculant (barque), of Elsfleth, steering south, July 24, 8 S, 29 W.

Star of Austria, Rangoon to London, August 24, 6 N, 94 E, of Paris, by the Yangtse s, at Colombo.

St. Magnus, Brander, Newcastle to Valparaiso 35 days, all well, August 18, 13 N, 29 W.

Wasdale (ship), Liverpool to San Francisco, June 7, by the Gladstone, at Sydney.

William Cochrane, for New York, September 17, 49 N, 22 W, reported from Liverpool.

Zeta, of Swansea, all well, August 30, 49 N, 10 W, by the Antonio M., at Cardiff.

A VESSEL WRECKED THROUGH THE DEFAULT OF A MASTER.—The report has been issued of the Court of Marine Inquiry on formal investigation into the circumstances attending the wreck of the ship *Altmore*, of Glasgow (1,716 tons register, owned by Robert Thom, Robert William Thom, and John Cameron), William George Weeks, master, on a reef off the island of Viwa, Fijian group, on April 23, 1889. The court, having carefully inquired into the circumstances attending the above-mentioned wreck, found that the ship was wrecked through the default of the master, Captain Weeks, who navigated his vessel in a most careless manner. The court also found that neither the mate, Robert Bird Turnbull, who was drowned by the capsizing of a boat after the vessel stranded, nor Omer Coureboom, the second mate, were in default. The latter took no part in the navigation of the vessel, and although the stranding took place during his watch, the master was on deck and personally in charge of the ship at the time of the disaster.

STABBING A CHIEF MATE.—At the Central Criminal Court on September 19, before Mr. Justice Charles, William Smith, otherwise William Doyle, aged 43, seaman, of Newcastle, was indicted for having attempted to murder Alfred Germain, of Hull, mate of the steamship *Cydonia*, belonging to Messrs. Robertson and Sons, of North Shields. According to the evidence of the prosecutor, it appeared that he was chief mate of the steamer *Cydonia*, which traded between America and South Shields. The prisoner boarded the vessel while lying at New York, and was taken on as a deck hand. The ship then proceeded to Lisbon. While lying in the harbour there, about three weeks after the accused had been taken on board, witness was walking on to the fore-castle, when suddenly the prisoner came behind him and stabbed him in the back with a large sheath knife. Witness fell to the deck, and prisoner then stabbed him again in the face. He was about to make another lunge when a fireman of the ship pulled him away, and witness managed to reach the cabin, where he fainted. A long statement made by the prisoner was handed in and read, and the surgeon at Holloway Gaol gave it as his opinion that the man was mad when he stabbed the mate. In the end the jury returned a verdict against the prisoner of guilty of unlawfully wounding.—The judge passed sentence of eight months' imprisonment with hard labour.

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## TO CORRESPONDENTS.

Correspondents should write on one side of the paper only anything meant for publication, and address, not to 13, Whitefriars-street, but to 150, Minorities, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minorities, London, E., to whom remittances must be made payable. (Post Office Orders at Minorities, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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## NOTICE.

## Wilson Testimonial Fund.

Mr. Maxwell, the Honorary Secretary pro tem. to the above fund, requests all collectors to be good enough to report progress up to date. Returns have been received from the following branches only, viz., Sunderland, South Shields, Goole, Birkenhead, Southampton, Liverpool, Bootle, Barrow-in-Furness, Middlesbrough, Green's Home, and Grimsby. The time for lists to be sent in together with the sums collected is extended to December 31st, 1889, as many intending subscribers are abroad.

## National Amalgamated Sailors' &amp; Firemen's Union. BRISTOL BRANCH.

TO OWNERS, CAPTAINS, ENGINEERS, and OFFICERS of STEAMSHIPS and all CLASSES of VESSELS FREQUENTING THIS PORT.

THE Committee of the Bristol Branch respectfully appeals to the above, that any work that may be necessary on their ships whilst lying in Bristol, Avonmouth, Portishead, or Sharpness, such as painting, rigging, or transporting vessels to other ports by the run, engine-room work, cleaning and scruffing boilers, may be given to Members of the above Society, who are all duly qualified Seamen and Firemen—not "scabs" and impostors. It has hitherto been an endless source of trouble and annoyance to Captains and Engineers that the so-called Contractors have been unable, through incompetence, to give satisfaction on the work they have undertaken. Frequently, too, Captains and Engineers have been left in the lurch at the last moment, and have lost a tide in consequence. Then, again, accidents are continually occurring through the practice of employing incompetent men by these Contractors. It is, therefore, with confidence that the Committee appeals to Owners, Captains, Officers, and Engineers, for their support and co-operation to the end that this evil system be abolished, and qualified men only employed. With this object in view, the Committee pledge themselves that any work undertaken by the Branch shall be strictly carried out to the satisfaction of Captains and Engineers, or the amount contracted for forfeited. A List of Prices for Runs, Contracts, &c., may be had of the Secretary, 45, Prince-street, from whom all information may be obtained. All orders punctually attended to.

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SYSTEM OF BUSINESS.—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved of exchanged or money returned. We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

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N.B.—Wholesale Department for Slop Chests. Price List on application.

**DAVID JONES & CO.,**

The largest Cake Makers in Wales,  
Westminster Stores, Cardiff.

IMPORTERS OF

INDIAN, CHINA, AND CEYLON TEAS

English, Irish & American  
PROVISION MERCHANTS

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Fresh Meat Salesmen, &c.

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"THE PEOPLE'S TAILOR,"

118, RATHBONE STREET,  
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Quality, Style and Fit Guaranteed.

SUITS TO ORDER AT SHORTEST NOTICE.



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WHOLESALE  
CABINET  
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BEDDING  
MANUFACTURER,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.

Houses Furnished from 10  
to 100 Guineas.  
ALL GOODS WARRANTED.

**SPECIALITIES IN  
SEAMEN'S BEDDING.**

PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.  
BUSH RUGS & COLOURED BLANKETS  
sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.

**FEATHER BED,  
BOLSTER AND TWO PILLOWS,**

In Linen Tick, 56lb., warranted good and free from  
dust, sent carriage free on receipt of Post Office  
Order for  
**£2 10s.**

**R. WHITE,**  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.

Reliable Clothing. Reliable Clothing.

**JOTHAM & SONS,**  
26 & 27, St. MARY ST.,  
CARDIFF,

Are Manufacturers of

**"RELIABLE" CLOTHING**  
At the lowest possible cost to purchaser.  
The Largest Stock in the Principality.

THE MOST COMMODIOUS PREMISES IN SOUTH  
WALES AND THE WEST OF ENGLAND.  
All Serge and Dungaree Goods manufactured by  
the Firm's own workmen.

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BESPOKE TAILORS, HATTERS, HOSIERS,  
AND GENERAL OUTFITTERS,  
26 & 27, St. Mary Street, Cardiff.  
ESTABLISHED 1838 (51 years).

**MASTERS & CO.,**  
THE  
CARDIFF, SWANSEA, AND  
NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at  
Masters & Co., who believe in fair dealing, one fixed  
price and no abatement; also, being the largest buyers  
of Clothing in the Principality, can sell cheaper than  
smaller buyers.

**MASTERS AND CO.,**  
29 & 30, ST. MARY STREET,  
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18 & 19, CASTLE STREET, SWANSEA.  
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39 & 40, HIGH STREET, NEWPORT.

## NOTICE.

**NATIONAL AMALGAMATED SAILORS'  
AND FIREMEN'S UNION.**

LEITH BRANCH.

THE FIRST ANNUAL

**SOIREE, CONCERT, & ASSEMBLY,**

WILL BE HELD ON

Friday Evening, October 18th, 1889.

IN

KINNAIRD'S HALL, KIRK GATE, LEITH.

G. ARCHER, Esq., J.P., Hon. Treasurer, will  
preside, and will be supported by  
Mr. J. H. WILSON, Gen. Sec., BAILLIE SCOTT,  
Leith, Mr. D. A. BLACKBURN (President Edinburgh  
Trades Council), Mr. R. SMITH, Branch Secretary,  
and several other well known gentlemen.

The Committee have much pleasure in announcing  
that they have secured the services of the following  
talented Artists:—

Mr. DAN McCORMACK, Negro Comedian,  
Banjoist, and Dancer; Mr. TOM DOUGLAS,  
Tenor Vocalist; Miss E. SINCLAIR, Soprano;  
Mr. R. C. MCGILL, Scotch Comique and  
Comedian; Miss BARBARA SKINNER, Soprano;  
Mr. JAMES KINDNESS, Motto and Topical  
Vocalist, and Miss J. TINTO, Accompanist.

TICKETS, ADULTS, 1s.; JUVENILES, 6d.

Doors open at 7 p.m. Chair to be taken at 7.30 prompt.  
An efficient Quadrille Band has been engaged for the  
Assembly. Tickets, admitting two ladies and one  
gentleman, 2s. Grand March at 11.15.

R. SMITH, Sec. W. SCOTT, Convener.

## Seafaring.

ATURDAY, SEPTEMBER 28, 1889.

THE annual meeting of the Sailors' and  
Firemen's Union, which is shortly to be held  
in Cardiff, promises to be both interesting  
and important. The report of the progress  
of the Union that will be laid before the  
meeting will be the most remarkable ever  
presented by any Union, and may well fill  
the hearts of seafaring folk and their friends  
with pleasure and pride. Experienced in  
statecraft and bribery, Sir Robert Walpole  
is reported to have said in his old age, when  
asked what he would have read to him:—  
"Anything but history, for that is all lies."  
If he ever said that, he probably  
meant that a great deal of so-called  
history is made up of lies, and if he  
meant that, we agree with him. It is  
not necessary to go farther away than the  
recent London Dock Strike to illustrate this.  
The London daily papers are generally ac-  
cepted as the historians of London daily life;  
but the historian who depended upon them  
would find himself very much at sea, indeed,  
in recording the story of the Strike. He  
would not gather from them that the Sailors'  
and Firemen's Union had done anything at  
all important in the struggle. Now the fact  
is that not only did the sailors and firemen  
relinquish employment in the most unselfish  
spirit to help the dockers, but they rendered  
services of immense value as pickets.  
"History as she is wrote" is bad enough  
in our own days, but it was far  
worse in the remote ages from which the  
merchant shipping of this country dates, and  
it would be difficult to say where the Viking,  
pirates, or privateers, ended and the merchant-  
men began. Be that as it may, it is certain  
that the mercantile marine has a long-  
enough history, even if it has not always  
been so reputable as might be wished. It  
is also certain that in all its history it has  
no greater triumph to shew than the feat of  
organising the seamen, who are its backbone,

into a vast combination for protecting their  
interests and improving their condition  
generally. The story that will have to be  
told at Cardiff is, therefore, one that might  
stir the pulses of the most cold-blooded of  
mankind. It is a pean of victory to which  
only a poet could do justice, for the facts  
mean so much more than any prosaic record  
of them can suggest. Wales being the land  
of bards will, perhaps, furnish a poet  
equal to the occasion. It will not be the  
fault of Cardiff if she should fail. Cardiff,  
it is quite evident, fully appreciates how  
important the gathering is, which says much  
for Cardiff's good sense. The Mayor of  
Cardiff is to receive the delegates from the  
various branches of the Sailors' and Fire-  
men's Union, and they, together with the  
Executive, are to be entertained at a banquet.  
Then there is to be a great demonstra-  
tion, at which Mr. Plimsoil, Mr. Broad-  
hurst, Lord Brassey, Lord Tredegar, Sir E.  
J. Reed, and several members of Parliament  
are to speak, and to listen, we trust, to the  
grievances of seafaring men, and to promise to  
help in redressing them. These preparations  
look well, but they are not all. There are also less  
pleasant preparations being made. Some Union  
men are promising themselves a good growl  
at the annual meeting, and nobody need  
grudge it to them. A good growl often does  
good, not only to the growler but to the  
persons growled at, provided that the growl-  
ing is of the nature of criticism which is not  
mere fault-finding. The difference between  
criticism and fault-finding is, that criticism  
recognises the good as well as the bad, while  
fault-finding consists of merely pointing out  
faults and ignoring merits. Mere fault-  
finding irritates; it is liable to make  
persons persist in their faults, while  
fair criticism on the other hand does  
much good. Let us then have criticism,  
fair criticism. But who are to be the  
critics? The delegates, of course. But who  
are the delegates to be? That is the ques-  
tion, and a question of vital importance to  
the Union it is. This cannot be too strongly  
insisted upon. Now that the delegates are  
being selected, members of the Union should  
realise how great is the responsibility cast upon  
them in making the selection. Each branch  
should act as if the whole fate of the Union  
depended upon that particular branch,  
selecting the very best men it possibly  
can send to represent it at the meet-  
ing. Members know very well that  
the best speakers are not always the wisest  
men. Before considering whether a man  
can speak well, there are other questions to  
be considered—such as these: Has he the  
welfare of the seafaring class and of the  
Union at heart? Would you trust him to  
act for you in any emergency affecting your-  
self? Have you found him a sensible man  
who is above petty jealousies; a man  
actuated by no malice against any other  
member, and a man more anxious for the  
success of the cause than for his own per-  
sonal advancement? If you have such a  
man you may be proud of him, and  
should certainly elect him, even if he can  
neither read nor write, and cannot speak.  
If he can speak, so much the better, as he  
may be able to influence others. But the  
all important thing is that he should be  
sound in heart and head—loyal to the cause,  
and having plenty of common-sense. Nobody  
expects that all the delegates will think alike  
on all questions. There is bound to be  
difference of opinion. But it will be friendly  
difference, and they will all work for the wel-  
fare of the cause if such men as we suggest be  
the delegates selected.

## NAUTICAL NEWS.

Two more wharves at Valparaiso are about to be constructed.

A NEW tug, *Windsor*, has just arrived for the Barry Dock Company.

A STEEL sailing ship of 2,700 tons burden has been launched from a yard near Genoa. She is the first of the kind yet built in Italy.

Two firemen, named Silverdos and Galatchobos, have been fined at Bristol £3 and costs for smuggling tobacco.

ABOUT 70 delegates are expected to attend the annual meeting of the Sailors' and Firemen's Union at Cardiff next month.

THE London schooner *Elizabeth*, at Sunderland, from Malmö, reports having encountered heavy weather, also the drowning of the mate.

THE mail steamer *Atrato* made the run from Rio Janeiro to Monte Video, on her outward voyage, in 2 days and 20 hours.

A LARGE number of boats, including several belonging to the French, are now in Ramsgate Harbour for the mackerel fishing.

IT is stated that during the recent storm on the Atlantic coast there were saved 53 human lives, and 256 vessels by life-saving apparatus.

A SERBIAN steamship company for the navigation of the Danube is about to be founded with Russian capital.

THERE has just arrived at Greenock one of the old China clippers, viz., the ship *Leander*. Since she was launched her shares have been much reduced.

IT is reported from Malta that the dockyard authorities are pushing forward the work of temporarily repairing her Majesty's ship *Sultan* for passage to England.

ARRANGEMENTS are in progress at Sunderland for the amalgamation of the National Sailors' Union and the North of England Union of Seamen and Firemen.

AT Leith, James M'Gill, seaman, has been fined 20s., with the alternative of 14 days in gaol for smuggling tobacco on board a Continental steamer.

A WELL-KNOWN company of manufacturers of explosives propose, it is said, to apply to the Mersey Conservancy for permission to anchor in the river, off Eastham, a hulk for the storage of upwards of 100 tons of dynamite.

INFORMATION has been received at the Trinity House of a dangerous wreck in the South-west Reach of the Thames, lying S  $\frac{1}{2}$  E of the NE Maplin buoy. A wreck-marking vessel will be placed as soon as possible.

OWING to the breakage of some of the trawling appliances on the steam trawler *Canada*, of Hull, while on the North Sea fishing grounds on Friday, the mate, John Henry Pyne, was killed; and two deck hands, Henry Fairbrass and Henry Fairholme, were knocked overboard and drowned.

St. John's Point Lighthouse, on the County Down coast, is to be raised from 45 feet to 110 feet high, and a new light is to be used, called the Group Flash Light. The coast in the neighbourhood of this light is known as a most dangerous one.

THE Secretary of the United States Navy, being unable to get bids from the shipbuilders for two new 3,000-ton cruisers within the sum voted by Congress, has decided to build them at Government yards, one at New York and the other at Norfolk. The work of construction begins at once.

SIX British vessels, including a gunboat, were reported as shipwrecked last week; also 15 foreign vessels were reported as wrecked. One Danish and one Norwegian vessel sank by collision, the number of collision cases being 18, of which 14 took place off the United Kingdom. Thirty persons lost their lives.

GREAT activity has prevailed all this summer in the dockyards of Odessa, Sebastopol, and Batoum, and it now transpires that orders have been issued by the Russian Admiralty to build a great many torpedo boats and to prepare a number of transports as quickly and as secretly as possible.

As a result of the agitation recently commenced among the tugboatmen on the Tees for an extra day's pay for Sunday work and other concessions, the tugboat owners have intimated that they will accede to the men's request. Hitherto the men have been paid a fixed weekly wage, including Sunday work when called upon.

WILLIAM O'NEILL, A.B., the only survivor of the Liverpool steamer *Florence*, which was wrecked off the Calf of Man, has returned to Liverpool by the steamer *Snaefell*, looking well and hearty, and none the worse for his adventure. The passengers, learning that he was on board, got up a subscription for him, the sum of about £5 being raised.

THE German Emperor has given £78 to be presented to the owners and crews of the fishing boats *Betsy Campbell* and *Thistle*, of Great Grimsby, in recognition of the assistance rendered by them to the German ships *Nordstein* and *Elline*, in danger at sea, towards the end of last year. The sum of £37 is assigned to the *Betsy Campbell* and £41 to the *Thistle*.

THE Union Steamship Company's Royal steamer *Athenian*, which left Cape Town at 6.50 p.m. on September 4, arrived at Southampton at 1 p.m. on Sunday, the 22nd inst., her gross passage being 17 days 18 hours 10 minutes, and her nett steaming time 17 days 14 hours 35 minutes. The distance run was 5,995 miles, giving an average speed of 14.2 knots per hour over the whole distance.

A NEW lighthouse, having a fixed white light, has been erected at Mahukona, district of Kohala (Hawaii), in lat. 20 11 N, long. 155 54 W, and one-third of a mile due south of the Mahukona anchorage. The light tower is of stone, painted white, and situate about 75ft. above sea level. The bearing from this tower to the Kawaihae Lighthouse is SE by S, magnetic, and the distance nine nautical miles.

MR. JOHN ROSCE, skipper of the *William Dyer*, of and from Weymouth, which has arrived at Guernsey, reports that on Saturday night, the 7th inst., at about half-past 10 o'clock, when off Dungeness, John Coward, A.B., a native of Poole, through some unaccountable accident fell overboard, and although the ship was hove to and a boat lowered with all promptitude, it was unavailing, as the poor fellow was not seen again.

CAPTAIN THOMAS RIDGEN, of the diving cutter *Invicta*, of Whitstable, reports as follows: Corunna, September 18.—On Sunday, September 15, whilst at work in the salvage of cargo wreck of *Tunstall* s, at Buldayo, William Bartlett (diver) expired at 4.30 p.m., after diving for 20 minutes. He made signal to be hauled on deck, which was done immediately, but he expired soon afterwards. His death was due to apoplexy. He was interred yesterday in the British cemetery, upwards of 300 persons attended the funeral.

VESSELS laden with coal or salt for Pelotas will be allowed in future to proceed direct to that port without payment of intermediate dues at Santo Jose do Norte. But to secure this privilege they should be bound and cleared for the former port, for if they have to lighten at Santo Jose before going to Pelotas, entry will have to be given at Santo Jose, and in the absence of special clauses in the charter-party the expenses of lightening and entry will, by custom of the port, fall upon the ships.

AT the West Ham Police-court, on September 23, James Knight, alias King, 29, a ship's fireman, of 208, Victoria Dock-road, was charged on remand with being on board the steamship *Garonne*, in the Victoria Docks, supposed for an unlawful purpose, on the 16th inst., and further with assaulting Captain Sangster by throwing him from the vessel to the quay and fracturing his collar-bone. The case has already been fully reported.—Mr. Baggallay sent the prisoner to gaol for two months, with hard labour.

DURING the recent Naval Manœuvres, the captains of the new ships that were employed were requested to note all defects in regard to ventilation, coaling arrangements, and so forth, and report on any suggested improvements that might occur to them. These reports were duly sent in and are now being considered, and it is believed that one of the most useful results of the manœuvres will be the adoption of alterations that will tend to make our men-of-war much more valuable and effective.

A NEW departure in wooden shipbuilding has been made, says the *Seaboard*, in the New York barque now being constructed at Bath for the West India trade. Strips of wood have been placed between the floor timbers to occupy most of the space there, while Portland cement has been used to complete the work, making the bottom of the vessel practically solid. Fifty barrels of cement and 100 barrels of sand were used here. The object of the filling is to prevent water settling there, and put, in its stead, a stable ballast that will remain in position under any conditions. Small channels have been made on the top surface, just under the ceiling, to allow of any water which may leak in above, running to the pumps. Such filling has been quite commonly used in iron ships, but it is a novelty in wooden sailing craft.

The following men have landed at Plymouth: T. G. M'Cloon, chief officer; Henry Spear, second officer; Henry Green, able seaman; and W. Donkin, boy, part of the crew of the barque *Georgina*, of Swansea, which was wrecked on August 24 near Montevideo. The men took refuge in the masts, and a boy, Richard Munday,

of Hull, in passing from the mizenmast to the mainmast, fell overboard and was drowned. All the others, 15 in number, were rescued on the following day by the lifeboats *Emperor* and *La Plata*, from Montevideo, where they were landed. An inquiry was held at Montevideo, but the officers refused to give any information as to the finding of the court. The *Georgina*, which was built at West Hartlepool in 1875, was owned by Mr. Bernard R. Hennessy, of Swansea.

The Royal Mail Steamer *Oruba* has brought home the crew of the barque *Aglaia*, of Belfast, 786 tons register, which, when on a voyage from Cardiff to Buenos Ayres with coal, was driven ashore on the English Bank off Montevideo on August 26 during a heavy gale. The vessel was in charge of a pilot at the time, and became a total wreck. The crew were rescued by the lifeboat. The *Aglaia* was built at Belfast in 1875, and was owned by Mr. Thomas Workman, of Belfast.

THE Strike Committee were entertained at Toynbee Hall, Whitechapel, to supper, followed by a concert, on Saturday. The Rev. Mr. Barnett, Warden, spoke of the grand struggle and victory just obtained, and referred to the valuable and self-sacrificing aid rendered by the sailors, stevedores, firemen, and others who had shared in the movement. John Burns, Ben Tillett, Tom Mann, and Messrs. Toomey, McCarthy, and Donaldson also spoke. After supper the members retired to the large hall, and special mention was made of the gallant work done by the Sailors and Firemen, after which the evening was spent in conviviality.

INTIMIDATION AT THE DOCKS.—At the Thames Police-court on Saturday, Edwin Key, 25, was charged with using threats and throwing missiles, with intent to intimidate. Mr. Humphreys prosecuted on behalf of the London and India Docks Joint Committee, and Mr. George Henry Young appeared for the defence. Andrew Regan, dock labourer, stated that on Friday he was having his dinner in the Import dock, West India Docks, with a mate, when the prisoner and two others came in. Key said, "Here's some of the blacklegs. Let us go for 'em." He then used very bad language, and threw pieces of wood at witness. Witness made a complaint, and the prisoner was arrested, but witness did not wish to press the charge. Other evidence having been given, Mr. Lushington sentenced the prisoner to three months' hard labour.—At the Central Criminal Court on Saturday, before the Recorder, George Martin, a labourer, was charged with assaulting a Lascar named Reithomou. Mr. Turrell prosecuted. On Sunday, the 15th inst., the prisoner, with another man, went to the Victoria Docks, and had an altercation with the prosecutor and several of his countrymen, abusing them for having unloaded vessels in the dock while the regular men were out on strike. A struggle took place, and the prosecutor was stabbed in the hand. The jury found the prisoner guilty of unlawful wounding, and he was sentenced to two months' hard labour.

BARRY PILOTAGE RATES.—Although the reduction in rates made by the Barry Pilotage Board amounts to 33 per cent. on those in force at Cardiff, they really are, in certain cases, brought down to one-third. About 67 per cent. of the vessels that come to Cardiff employ pilots to and from the Nash. The limits fixed by the Barry Board for their harbour are so confined as to practically do away with the Nash stage. Those limits are "an imaginary line drawn from Breaksea Point to the Breaksea Lightship, thence in an easterly direction to the Flat Holm, and thence in a north-easterly direction to Lavernock Point." This makes the Barry pilotage port half of what the Cardiff port is, and, in addition to this, the reduction of 33 per cent. in rates must be taken into consideration. The average earnings of a channel pilot in Cardiff is stated at about £12 per week, which represents one vessel of 1,300 tons from the Nash up and down. A vessel of similar tonnage into Barry, allowing for the reduction in distance and rate, would, it is calculated, only pay £4, so that the pilot loses two-thirds. On behalf of the pilots it is pointed out that in the evidence which Colonel Guthrie and other witnesses gave before the Committee of the House of Lords, they said that they did not consider that Cardiff pilots earned too much money, and did not intend to interfere with them. Yet they have, it is contended, in the case of port pilotage, made reductions equal to two-thirds.



## THE SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

A special meeting of the London district was held at Green's Home Branch Meeting-room, on September 21, Mr. George Fysh, treasurer of the Green's Home Branch, in the chair. The three London secretaries, Mr. T. M. Walsh (district secretary), Mr. T. H. Clark (Green's Home secretary), Mr. R. Pleasance (Tower-hill secretary), and Mr. Cowie, editor of SEAFARING, were present, and there was a good attendance of committee-men. It was proposed by Mr. Campbell, and seconded by Mr. Gray, that the entrance-fee be raised to 10s.—An amendment was moved by Mr. Charlesworth, and seconded by Mr. Reardon, that the fee be raised to 7s. 6d., to take effect on October 1.—The amendment was carried unanimously.

—Mr. T. M. Walsh was warmly thanked for the part he took and the able service he rendered to the Union at the recent congress at Dundee.

—Mr. Dagnen moved, and Mr. Reardon seconded that in addition to his railway fares and salary Mr. Walsh should receive 10s. per day for hotel expenses during the time he attended the Dundee Congress.—Mr. Power proposed and Mr. Young seconded that Mr. Walsh should be awarded the lump sum of £10, in addition to his salary, to cover all expenses, and this was carried.—Mr. Dagnen moved and Mr. Reardon seconded that Mr. Walsh be empowered to purchase 1,000 cabinet photographs of himself, and more if necessary, and that they be handed over to the branch secretaries to sell at 6d. each. It was urged in favour of this resolution that on account of the prominent part which Mr. Walsh had taken in the recent strike many people were anxious to obtain a photograph of him. The proposition was carried unanimously. The Editor of SEAFARING announced that the Executive had authorised him to purchase type and machinery for the Union, so that it could print SEAFARING and employ none but Union men, which announcement was received with expressions of marked approval. The trimmers of the mail steamer *Hena*, it was reported, had in ignorance signed for £3 15s. instead of at the Union figure, £4. The men had only become members a few days previously, and they declared that when they signed they were under the impression that the wages were £3 15s. Taking this into consideration it was resolved, on the motion of Mr. Reardon, seconded by Mr. Rears, that the men should be allowed to proceed in the vessel. The meeting closed with a hearty vote of thanks to Messrs. Walsh and Fysh, and the Editor of SEAFARING.

At the usual monthly meeting of the Tidal Basin Branch, on September 20, Mr. Fowler in the chair, the Editor of SEAFARING attended, and said Mr. Walsh was too modest to let him have a photograph of himself for publication in SEAFARING, therefore he put it to the Branch whether their secretary should allow his modesty to stand in the way of his portrait being published, many persons being desirous of seeing it. The meeting decided that Mr. Walsh's portrait should be published in SEAFARING, whereupon Mr. Walsh agreed to give his photograph. The meeting also decided that the portrait of the Editor of SEAFARING be painted on the new banner. Mr. Cowie thanked the meeting for this honour, but afterwards suggested that a design representing SEAFARING be substituted. The meeting gave him a kind vote of thanks for his address on the recent strike.

The usual weekly meeting of the Green's Home Branch was held in the evening of September 19, Mr. C. Wykes in the chair.—Mr. Campbell proposed, and Mr. Seaford seconded, that the minutes of the previous week be adopted and confirmed, which was carried.—It was then proposed by Mr. David, and seconded by Mr. Tizard, that all men seeking employment should give due notice to officers in charge of vessels to employ none but Union men. This was carried unanimously.—It was next proposed by Mr. Bryant, and seconded by Mr. Forster, that no Union men should work with "so-called fitters' labourers," and that if such men are employed in dock they should also take the vessel out of dock and to sea. Carried unanimously.—It was proposed by Mr. Daniels, and seconded by Mr. Maw that no Union man should proceed in the *Fifeshire* unless the boatswain became a member of the Union. This was carried unanimously.—proposed by Mr. Bryant, and seconded by Mr. Campbell, that a special District Committee Meeting be called to discuss the question with reference to the raising of the entrance fees. Carried unanimously.—It was proposed by Mr. McKarp, and seconded by Mr. Ready, that

all members who have joined on half entrance fee shall pay the balance due before leaving the Port of London.—Proposed by Mr. Campbell, and seconded by Mr. Leven, that voluntary pickets should stop all men who may have signed under wages—Union men and non-Union men if possible.

Mr. Walsh, secretary of the London District of the Union, has come forward as a labour candidate at West Ham for the County Council. Mr. Walsh is well known and much respected in the locality for the ability and zeal with which he has organised the sailors and firemen, and for the valuable services which he rendered during the recent strike. He has consequently many supporters, and much confidence is felt that he will be returned. We hope to give his portrait and an account of his life next week.

### TOWER HILL BRANCH.

At a meeting of this branch, held on September 24th (Mr. Evans in the chair), after the adoption of the minutes of the previous meeting, 88 new members were elected, shewing an increase of 49 over the previous week, and the members were fully satisfied as to the efficacy of having two delegates and the amount of good the branch derived from it. It was proposed by Mr. West, seconded by Mr. Gerry, that the secretary should provide the delegates with caps, with the Union badges on them. This met with the hearty approval of all present. During the evening Mr. Melton was elected vice-president and Mr. F. Fitz doorkeeper. A deputation of hydraulic lift and crane men were admitted, with the object of ascertaining if it were possible for them to join the Union, some of them having been seafaring men, but a greater number who had not been to sea. Mr. Walsh, the district secretary, then explained to them that all those that could produce seafaring discharges could be enrolled, but those who could not produce the necessary qualifications could not, according to the rules, be admitted as members of our Union. The election of a delegate for the annual general meeting then took place. Five members were nominated, Messrs. Gerry, Crawley, West, Donovan and Griffiths, Mr. Crawley being elected with an overwhelming majority. A vote of thanks was then accorded the district secretary for his services to the branch. After the members had expressed their confidence in the secretary the meeting adjourned.

### GRAYS BRANCH.

The usual weekly meeting of this branch was held September 18; there was a good attendance. Bro. Henry Mills presided in the absence of the president, who has left this quarter for the Tyne. The meeting was called to order at 8.15, when several new members were enrolled. The minutes of the previous meeting were read and confirmed. Correspondence was read and discussed. A resolution was then moved, seconded, and carried, "That the entrance fees for this branch be increased to 7s. 6d. on and after the first Monday in October." No other new business being brought up, the meeting was moved adjourned with a vote of thanks to the chairman, until Wednesday, September 25.

### BRISTOL BRANCH.

The weekly meeting of this branch was held at the Meeting Rooms, Bedminster Parade, on September 23rd, Bro. Charles Jarman in the chair. Correspondence received during the week was read and confirmed; minutes of previous meeting approved, and weekly balance-sheet adopted. The secretary then read the circular from the E.C. regarding the appointment, and conditions of representation of branches at the forthcoming conference at Cardiff. A feeling found pretty general expression that if this distribution of the delegates be not modified some constituencies will be over-represented, and this district denied a relative voice. The secretary was thereupon directed to communicate with Mr. J. H. Wilson, calling his attention to the anomaly, and to ascertain if a modification were possible. Much gratification was expressed by members at the progress being made at Cardiff regarding the preparations for the conference, on the secretary commenting upon a letter read from Mr. Gardner, the district secretary. The Cardiff Corporation has voted the mayor £100 to defray the expenses of entertaining the delegates to the National Union conference. The festivities will, it is probable, include a banquet at Bute Castle by the Marquis, a special train being placed at the disposal of the delegates to take them to places of interest in environs. Lord Brassey and Mr. Plimsoll will attend. Money is coming in generously from outside sources, and everything is *couleur de rose* for a suc-

cessful gathering. It speaks eloquently for our Union and its progress—that it has, in the short space of two years, extricated poor Jack from his Slough of Despond and placed him in such a position that the great and mighty of the land regard him worthy of their attention, and that even the old nobility deign to relax traditional exclusiveness in his favour, to, in fact, throw open the baronial hall's hospitable portals, and municipal banqueting chamber for his special entertainment. It may be of interest to parties contributing to the support of the *Hamadryad* Hospital Ship at Cardiff to hear something regarding the principles upon which that institution is worked, and their money expended. The experiences of Bro. J. Yates, a member of this branch, may throw some light upon this matter. Yates had the misfortune to break his leg whilst working on ss. *Billecarn* at Cardiff, on the 27th August, and next day was admitted as a patient. He says the ward into which he was put in a very dirty condition. During the four weeks of his sojourn in this hospital there was no attempt to clean the places, unless you may term smearing over of the deck with a wet mop, and that by a convalescent patient, a cleansing suitable for a hospital into which patients of all nationalities, and suffering from all forms of illness, are admissible. The beds were full of fleas, and the dietary insufficient and injurious, considering the heavy charges upon shipping frequenting the port, assessed for the maintenance of the establishment. Moreover, patients are required when just convalescent to keep night watches and otherwise assist in carrying on the general duties of the ship—painting, cleaning, cooking, attending upon the mess-room of one of the officers, and looking after bed-ridden patients. If Yates statement be true it seems an anomalous condition of affairs in this hospital, which has large compulsory incomes from the tonnage of vessels visiting Cardiff, and is handsomely supported by charitable donations. It so happens under the rules of this institution that a seaman who may be ill, but who has no—been discharged from his ship in Cardiff, is not eligible for admission as an in-patient unless he can pay 3s. per day for this same fare, attendance, and pauper treatment doled out to the ordinary patients who are admitted upon the order of the captains or brokers of vessels lying in the port. It is high time that Mr. Gardner, who already is the representative of Cardiff working men and occupies a position upon the General Hospital Board of Directors, had some voice in the management of this institution. Because Bro. Yates objected to shift into a bed vacated by a Norwegian, recently deceased, the medical officer, we are told, called him a black-guard, and threatened to have him boycotted by the Board of Trade. The dietary in this refuge for sick and maimed seamen is as follows:—Milk Diet: Breakfast, one pint of milk and one pint of skilly; dinner, one pint of milk and two spoonfuls of rice; supper, one pint of dirty water, called tea. Meat Diet: Breakfast, one pint of milk and one pint of skilly; dinner, three to four ounces of meat and two potatoes; supper, one pint of dirty water, called tea.

### SOUTHAMPTON BRANCH.

The weekly meeting was held last Tuesday evening. The president, Mr. Edward Arnold, being unavoidably absent, Mr. Sprague was deputed to fill office. Mr. P. J. C. Bartlett was appointed inner guard. The secretary read the circular letter re "Wilson Testimonial Fund," dated September 20, and requested all members to co-operate and to collect a sum of money worthy of acceptance by their esteemed general secretary, and not to drop astern of other branches in evincing their appreciation of his merits, and their grateful recognition of his meritorious services in behalf of our British seamen and firemen. Mr. Sprague then spoke in most eulogistic terms of Mr. Wilson's abilities and services, and expatiated on the desirability of various reforms. The secretary read a letter addressed to Mr. Wilson, dated September 18, asking permission to enroll dock labourers, &c., in the Sailors' and Firemen's Union. Mr. Nash then reminded the chairman of the necessity of appointing a delegate to go to Cardiff on the 7th of next month.—Mr. Sprague proposed Mr. Hales should go. It was seconded by Mr. Bartlett.—Mr. Tizard defended his right of precedence, and a show of hands being called for Mr. Tizard was chosen by a majority of one.

The much-talked-of, and earnestly-longed-for—"even as the hart desireth the waterbrooks"—balance-sheet was produced for Mr. Sprague's delectation, and pronounced to be thoroughly satisfactory. Then followed an amicable cross-fire of amenities, votes of confidence, votes of thanks,



votes of congratulations, &c., to Messrs. Lumby, Fasham, and Chamberlayne, reminding one of the story of the "Twenty Captains," when on the evening of their "committee meeting," to make arrangements for their extended cruise round the world they sup heartily, carouse heavily, and at last all hands jump on the table and dance Sir Roger de Coverley and an Irish Highland fling amongst the decanters, bottles and glasses. Mr. Lumby very generously and kindly declared his determination to stick to his colours, adhere to the Union, and ever continue to exert all his powers to help the sailors. Warm protestations of friendship towards Mr. Lumby were manifested at this juncture.—Mr. Fasham said he would provide amusements one evening every week if members would accept his services in that direction. He was sure Mr. Lemon would attend and give lectures, Mr. Chamberlayne also would be delighted to aid in making them happy, and other friends of his would do the same.—Mr. Bartlett proposed that the hour of meeting should be 7 p.m. instead of 8 p.m. in future.—Mr. Tizard seconded, and it was carried. Meeting terminated at 9.45 p.m.

#### NEWPORT BRANCH.

At the branch meeting, September 19, Bro. G. W. Davies was chairman, Bro. H. Reid, vice. The minutes of the last meeting were read and accepted. The secretary then read correspondence between himself and the general secretary. Reference was made to the neglect of the secretary in replying to correspondence. Bro. G. W. Davies said that in his opinion the members were quite qualified in refusing to forward their money. Mr. Gardner referred to Rule 3. We can get medals for 4d. Mr. Fitzpatrick spoke of the conference at Sunderland, and said that it was not legally justified in rescinding or altering rules, and also that we compromised ourselves by our delegates. It was proposed by Bro. Williams, and seconded by Bro. Ray, that £22 13s. 6d. be sent to general fund. Carried without dissension. Bro. Gardner proposed, and Bro. Fitzpatrick seconded, that a hearty vote of thanks be accorded to Mr. Gardner for his able services at Dundee, and the Newport branch pledge themselves to stand by the good workers who have taken them hand in hand into the battle-field. A hearty vote of thanks was also accorded Mr. Fitzpatrick, of Bristol, for his presence at Newport. Mr. Gardner asked Newport to welcome delegates to Cardiff who came to the conference held in October. Also proposed and seconded that Mr. Williams become an honorary member. Report of Mr. Gardner: The time is at hand when the grievances of all classes will be fairly dealt with. The Trades Conference is a parliament as fairly constituted as Imperial Parliament. Never was there a day in the world's history when more good work was done for sailors. Claim of certificate of competence for sailors. Many vessels have foundered because they were not manned sufficiently. Sailors must produce four years' discharges. Passed. Representation of seamen on Pilotage Boards. Passed. In the opinion of this Conference the conveyance home of shipwrecked seamen. Seamen are compelled to go to foreign countries where cholera is prevalent. Sanitary arrangements of vessels are very defective. The Board of Trade are supposed to examine ships going to sea. Sailors' Home allowed this rule to collapse into oblivion, and now seamen are determined to have the clauses so amended so as to make it a penal offence to neglect so doing. Passed. Seamen's vote by proxy was lost by the sailors' representatives in Conference. Provisions to be inspected before leaving port, and it is to be a penal offence for captains to proceed to sea before having done so. The General Secretary of the Union has been elected on the Parliamentary Committee of the Trades' Union; it was a very coveted prize. Mr. Samuel Plimsoll had said that never in England's history had a greater day's work for the sailor been done than that day at Dundee. The day has dawned when we who go down to the sea in ships will prove to capitalists and shipowners that Jack is no longer a slave or a dog, but a true born and a free Briton.

#### NEWCASTLE-ON-TYNE BRANCH.

A general meeting was held at Lockhart's Side, September 23. Mr. Errington presided, and called upon the secretary to read the minutes of previous meeting; on the motion of Mr. Randall, seconded by Mr. Hikely, they were unanimously adopted. Correspondence was read from the Executive Council and other branches. The secretary, Mr. Mansell, said the correspondence from the Executive Council related to the election of a delegate to represent this branch at the coming annual conference to be held at Cardiff on the 7th October, and as there might be some

discussion on this subject he asked them to suspend the standing orders and proceed with the election of a delegate. On the motion of Mr. Turrier, seconded by Mr. Prince, the business was suspended.—The Chairman asked for nominations. It was then asked if Mr. Mansell could be sent to represent the branch.—Mr. Mansell then read the resolution passed at the delegate meeting held at Sunderland to the effect that no paid officials represent any branch.—It was then proposed by Mr. Prince, seconded by Mr. Randall, that Mr. Errington be the delegate.—Mr. Mansell then asked for further nominations. He said he should like to see a contest, for it would then show that there were other able men belonging to Newcastle branch. He said whoever was appointed would have his expenses paid and a fair day's wage while away, and he hoped the one they elected would be a man whom they could trust to look after their interests, for this would be a most responsible position. Mr. Mansell said he would read from the agenda the resolutions sent by this branch committee; they would then have some idea what business would be done at the conference. Mr. Mansell then read different resolutions as to the revision of the rules. No further nominations being forthcoming, Mr. Errington was declared duly elected.—Mr. Errington thanked the branch for the honour done him, and said he would do his best not to misplace the trust reposed in him. Business was then proceeded with. There were several complaints against members of the Labourers' Union not allowing members of the Sailors' and Firemen's Union to work on shore although they work at different work than other labourers unless the members of the Sailors' and Firemen's Union joined the Labourers' Union. Mr. Prince made a complaint that unless he joined the Labourers' Union he was not to start work to-morrow morning; he thought one Union man was as good as another. Mr. Mansell said he had been put to a great deal of trouble and expense through the members of the Labourers' Union compelling members of the Sailors' Union to leave their work or join the Labourers' Union. He understood some arrangement had been tried to be come to by the two Executive Councils. He could only give his advice to the members interested, and that was to join the Labourers' Union until some settlement was arranged which, no doubt, would be at an early date. He believed Mr. Stanley would advise them that way also.—Mr. Stanley then spoke as to the advisability of a settlement being come to. He was sorry the labourers had taken this matter into their own hands against his advice. He hoped Mr. Mansell would communicate with Mr. Wilson, and ask him to write Mr. Stanley on this serious question.—Mr. Mansell stated that he had appealed to the audiences at two different music-halls, and had been able to send a sum to London for the benefit of the labourers. A vote of thanks concluded the meeting.

#### SUNDERLAND BRANCH.

This branch held their usual weekly meeting on Monday night at 174, High-street east, Mr. F. Hines in the chair. The secretary reported 20 new members enrolled for the week. The minutes of the previous meeting were read and adopted. Mr. Lonsdale then read correspondence from several branches. One of the letters from Cardiff said that there were going to be several very influential gentlemen and M.P.'s at the forthcoming congress to be held in that port, and said that the corporation of that town had voted the sum of £100 towards the expenses. Mr. Lonsdale said that it would look well if other towns would do the same. It was decided to purchase a boat for the Sunderland branch, so that the delegate would be able to visit the ships in the river. Mr. Lee also addressed the meeting at length on the need of having a list of the price of runners for vessels going to other ports to load; also to make arrangements for ships visiting Sunderland to make agreements with the Union to load therein, and make them ready for sea. The suggestion was adopted, but it was also suggested that the question be allowed to stand over until full information could be obtained on the subject. The secretary reported that he had written to London to get a price list of banners, and also to Glasgow for the same purpose.

#### GRIMSBY BRANCH.

The weekly meeting of this branch was held on Monday, September 23, Mr. A. J. Wicket, Branch President, in the chair; there being a large attendance of members. The minutes and accounts of the previous week were read and confirmed. The secretary then read the correspondence received during the week. On the motion of Mr. T. Rogers, seconded by Mr. E. Sullivan, it was resolved—"That our delegate to the annual

meeting be instructed to inquire the reasons of certain branch secretaries refusing to correspond on the legitimate business of the Union. This was carried unanimously. The secretary addressed the meeting at some length on the next business, that of electing a delegate to represent the branch at the annual meeting on October 7. The proposed alterations of rules were gone through, and discussed seriatim, and marginal notes were made to guide the delegate, as to the wishes of the majority present. Nominations were then taken for this important post. Mr. T. Hewitt proposed Mr. Chester Chapman, and Mr. E. Sullivan seconded. Mr. G. Fisher proposed Mr. George Brock, and Mr. J. Taylor seconded. The members proceeded to vote by ballot, which is to remain open until the adjourned meeting to take place on Friday evening at 7 p.m., to give the members in the boats arriving on Thursday and Friday an opportunity of recording their votes. Scrutineers were ordered to be appointed at the Friday meeting, and the poll declared by 8.30 p.m. There has been a fair amount of shipping during the past fortnight, and the number of men out of employment below the average. In striking contrast to the conduct of the Hull captain reported in a recent issue of SEAFARING, the secretary has just received an order for the whole of the present issue of SEAFARING from No. 1 up to the present date, to be bound into a volume for the use of the saloon passengers in one of our finest passenger boats. This is a very good idea, and might be advantageously employed in our interests in the future.

#### GRANGEMOUTH BRANCH.

The following letter has been sent by Mr. Charles C. Byrne to Mr. Robert Smith, of the Leith branch, and to us for publication:—"Dear Sir,—I must draw your attention to the fact that Leith men are coming here and breaking down the wages. Three men have just arrived for the ss. *Newcastle*, for £4 5s. per month, whilst three Grangemouth men, who were offered the berth by the master, refused to sail under the wages of the port, viz., £4 10s. They would have got it but for the Leith men coming through. This is causing great dissatisfaction here, and it is to be hoped that the men of Leith will shew a little spirit and not undo the work that their Union brothers have done here. I must add that this is the third time in succession that Leith men have come through for the same vessel at the reduced rates."

#### PORT GLASGOW BRANCH.

The usual weekly meeting of this branch was held on Tuesday, the 17th inst., in the Boiler-makers' Hall, Mr. John McArthur (president), in the chair. Three new members were enrolled, and after the usual routine had been gone through the secretary intimated that he had invited Mr. J. H. Wilson (general secretary) and Mr. M. E. Darby (district secretary) to give addresses on Monday, the 23rd, and that he had got Mr. Darby's consent but had not yet got an answer from Mr. Wilson, but if the answer was satisfactory he would announce the same by large posters, and hoped every member would do his best to make the meeting a success. The secretary hoped to see a large contingent from this branch at the Trades' Demonstration in Glasgow on Saturday. A vote of thanks to the chairman brought the meeting to a close.

#### LEITH BRANCH.

At a meeting of this branch held September 20, the chairman (Mr. James Skinner) presiding, the secretary read the minutes of last meeting, when a motion was made for their adoption. A member objected to a part of the minutes which read as follows:—"That we send the same man to Cardiff as had been to Sunderland," as they could not very well send a man who was only joined as honorary member, and not even fully paid his subscription, and who would require to vote and speak on financial matters at the annual meeting. If his objection was agreed to, he would move the adoption of the minutes as correct. It being seconded, it was unanimously carried. The secretary explained that in regard to honorary members being elected, there must have been some misunderstanding, for if they looked at their Rule-book, they would find that honorary members could not vote nor speak on financial matters.—Mr. Scott thought it was hard to tell what an hon. member was in the Union, and seeing how matters stood now that they objected to hon. members, he would like to ask that a special meeting be held on Monday when he would bring letters from various places to shew the members, and it would open their eyes, as there must be something behind the Union.—The secretary said he hoped that Mr. Scott would come on Monday and let everything be known as would become a true and honest man to the Union, and he



considered it was a disgrace to think that Mr. Scott had been in correspondence with other places secretly in connection with the Union and he held that the members should force a reading of these letters. Bro. Barnett said that the business of the annual meeting would be largely financial, and he thought the election should go on. The secretary suggested to defer the election till Monday, as he would see the general secretary on Saturday at Glasgow, and lay the whole matter before him. Bro. Barnett would withdraw his observations regarding the election to go on if the men agreed with the secretary's suggestion. A member proposed that Mr. Scott should become a financial member, so as to allow him to be elected. But Mr. Scott could not see his way clear to pay 7s. 6d. for entry which was the present fee, and then 5d. per week, as he considered that 5d. per week far too much. The secretary mentioned that Mr. Scott had been joined as hon. member since April 2nd, and he had paid 6s. towards his annual subscriptions. It was suggested by a member that he be admitted as free member at the first entrance fee 2s. 6d., and the remaining 2s. 6d. be put down as contributions, to start from Friday, Sept. 20th. This was agreed to. It was proposed, seconded and carried, that Mr. Scott be sent to Cardiff. It was also agreed to send an invitation to the Trades' Council to send a member to the soirée. This was all the business of this meeting. On Monday night a special meeting was held to instruct the delegate to Cardiff, and especially to hear the wonderful letters read by Mr. Scott, and a member who had been absent on Friday evening, asked if Mr. Scott was going to Cardiff. If so, was he a legal member, and when did he pay his money? The chairman stated it had been resolved to make him a financial member at last meeting. The secretary here stated they had passed a resolution which was above the powers of any branch as it would have to be approved of by members of the Executive Committee, and he had seen the General Secretary who, on behalf of the Executive, stated that the delegate must be a clear paid-up member from date of entry, and on that account he could not recognise Mr. Scott on the credential as such, seeing he had been enrolled since April 2nd, and had only paid a week's contributions, and also seeing that he had letters to prove that there was something wrong with the Union. The secretary had now come to that part of the programme, and asked the members to wait and hear the letters read. The chairman here explained that he had seen one of the letters, and he advised Mr. Scott not to read it. The secretary here stated that he denied that the letters should not be read, and urged the members to support him in bringing this underhand work to light, and asked them to demand them from Mr. Scott. Mr. Scott refused to produce the letters, as they were private. The members held that Mr. Scott knowing these letters to be injurious to the Union before stating that he would read them, they could not see how they came to be private, and demanded an explanation. The secretary considered Mr. Scott equally as bad as the writers of the letters, as no doubt there was correspondence on either side, and it was one of our strict rules that any member or members of the Union found guilty of trying to injure the Union would be immediately expelled. At the general meeting on Tuesday, the matter being resumed, it was resolved to elect a legal member to the Cardiff meeting, which was done, Mr. James Skinner being elected by ballot unanimously. The chairman said he had been told by Mr. Scott outside, who failed to appear to-night, that he had burned the letters. The secretary remarked that this was sufficient to prove that Mr. Scott had proved a traitor. After all they had seen and heard were they still determined to retain him as their representative at the Trades' Council? (Cries of "No, never.") Then he asked them to nominate a member in his place. Bro. W. Barnett being elected by the whole meeting, this brought the business to a close.

#### GREENOCK BRANCH.

This branch met as usual on Thursday, September 19, in the offices, 16, East India Street, Mr. A. Marshall, president, in the chair. The president congratulated the members on the large attendance, and hoped that it would continue. He also called attention to satisfactory progress the Union was making, as reported in SEAFARING, which went to prove that instead of losing they were gaining ground fast. He urged upon all the members to renew their efforts for the Union, as by doing so they were helping others as well as themselves. After the usual routine had been gone through, the secretary drew the attention of the meeting to the sad death of one of their members, which happened at

Dublin, but full particulars were not yet to hand. A vote of sympathy and condolence was passed to the widow, and a subscription opened on her behalf, to which nearly all present gave their mite. The secretary then drew attention to the sick and funeral benefits of the Union, and urged upon all to take advantage of the same. A large number intimated their intention of taking part in the Trades Demonstration in Glasgow on Saturday, after which a vote of thanks brought the meeting to a close.

#### DUBLIN BRANCH.

At the weekly meeting of this branch, September 20, Bro. John Byrne in the chair, secretary called the roll of officers, and there were present John Byrne, James Thornton, John Johnson, Hugh Frazier, James Gilday, Michael Phelan, and William Clarke. The secretary read correspondence from Sunderland, Cardiff, Glasgow, and Greenock. There was a long discussion on Richard Sweetman giving his card to a man named James Kelly, a non-Union man, in Swansea, to ship. It was proposed by Bro. McConn, seconded by Bro. James Thornton, that Richard Sweetman be fined in the sum of 12s. 6d. to be paid in one month, if not, for every other month to add 2s. 6d. per month.—Bro. James Gilday then addressed the meeting on Unionism, and gave great credit to the secretary for the way he saved a member of the Greenock branch from a pauper's grave. This poor man, Daniel Docherty, belonging to the ss. *Ours*, of Sunderland, was accidentally drowned in Dublin. Immediately after the coroner's inquest the secretary of the Dublin branch took charge of the body from the captain, who was going to bury him as a pauper, but Mr. Dench finally made both captain and coroner aware of the fact that the Union was a strong power, and they had to give in with the best grace that lay in their power. Wages in Dublin at present, £4 10s. to £5 per month.

#### BELFAST BRANCH.

The usual weekly meeting was held in the Brunswick Hall, Sussex-street, on the 19th inst., there being a small attendance of members, the men being principally at sea or otherwise unable to attend. The secretary informed those present of all matters of interest, and finished by remarking that it was much better for the branch that there should be plenty of employment for the men, even if it prevented them from having a large attendance at the meeting. The members after some discussion, approved of all business done at the previous meeting. The meeting then adjourned.

#### CORK BRANCH.

A well-attended meeting of this branch was held at the Mechanics' Hall, Grattan-street, on the 22nd inst., at 4 p.m., Mr. T. White in the chair. The chairman, after opening the meeting, said he was glad to find that the men were sticking to their colours in sustaining the principles of the Union, and was sure this would long continue so. It was hardly necessary for him to point out the advantages of this organisation, but simply contrast the present position of the sailors and firemen with that of a few years ago, and the benefits of the Union were at once recognised. He thanked the members for their great kindness in electing him chairman, and his best efforts would be directed to forwarding the interests of the branch. The secretary brought before the meeting that there were several working among shoregangs who were not members. These men were reaping the advantages, inasmuch as they had higher pay, and they should not be unmindful of the good done for them. After some discussion, in which various suggestions were made, a Vigilance Committee was told off to take the matter in hand and report progress at next meeting. The advisability of procuring a banner for the branch was mentioned, and a committee of three was formed to receive subscriptions. In reference to this outside aid was offered and was gladly availed of by the members, the chairman expressing thanks on behalf of the branch. After going through a lot of minor matters, the meeting adjourned to Sunday, 29th inst., at the same place and hour.

The whaling schooner *Germania*, of Peterhead, Captain Marshall, arrived at Peterhead, September 23, from the Cumberland Gulf, after having been out rather more than two years, with two tons of whalebone and 36 tons oil.

At the Devonport police-court on September 23, Edward A. Light, seaman of the barque *Crystaline*, of Liverpool, summoned Captain James Conlan, master of the vessel, for wages due and damages for non-payment. Mr. F. C. Lane, of Plymouth, stated the facts and called evidence, and the Court made an order on the master for the payment of £3 10s. including costs.

#### SEAFARING DISASTERS.

*Armenia*. Lloyd's agent at Buffalo cables *Armenia* (British s.), of Hamilton, and the *Pontiac* (United States s.), of Cleveland, have been in collision at St. Claire. The former sank, the latter is only slightly damaged.

*Achilles*. Telegram from Gravesend states: Steamers *Achilles*, from Shanghai, and *Hogarth*, for Rosario, collided off Greenhithe. Both reported slightly damaged. *Hogarth* has since passed Dover.

*Aquiline* (schooner yacht), is reported to have been fouled at the top of high water whilst anchored in the Colne, by the *Ondine* (cutter yacht), causing serious damage to the starboard side of the *Aquiline*.

*Arth Druid* (British s.), from Sunderland, coals, arrived at Cronstadt (September 20) with damage to bulwarks. Will be surveyed.

*Araber* (sloop), from Irvine, towed into Campbelltown, with loss of mainmast.

*Ardencape*. Telegram dated Mauritius, September 11, received via Galle, states: *Ardencape* (British ship), Calcutta for London, has put into Mauritius with cargo on fire.

*Avon*. Telegram from Liverpool, September 21, states: that the *Avon* s., reported aground off Garston, has floated and docked at Liverpool without damage.

*Alliance*, see *Provincia*.

*Byron* (British s.), which stranded at Philadelphia Breakwater during the late gales, has been assisted afloat by salvage steamers.

*Bessie* (steam launch), which left Ramsgate in tow of the *Bantam Cock* (tug), filled with water above the Tongue Light. The man in charge of the launch left her in a small boat, and was picked up by a steamer. The *Bessie* was afterwards towed ashore at Hole Haven.

*Berthilde* (German steamer), towing the *Cleveland* (British steamer), was off Gibraltar, September 20.

*Braemar* (British s.) put into Gibraltar with feed pipe broken.

*Barge*, see *Foam*.

*Caroline*. The *Giano* (Austrian barque), of Fiume, was abandoned in a sinking condition in the Atlantic; crew, nine men, were rescued by the *Caroline* s., from Baltimore, arrived in the Mersey. The *Caroline* had cattle pens swept off the deck, and lost 196 head of cattle on the passage.

*Caroline* s., which grounded on 19th in River Medway, floated and proceeded for Rochester, apparently uninjured.

*Canopus* s., from Montreal for Liverpool, reported passing Fame Point with cargo on fire, has since reached Quebec. All means are being used to extinguish the fire, and there is a good possibility of success.

*Commodore* (British s.), from Memel for Grimsby, sleepers, has put into Gothenburg with bulwarks stove and loss of part of deckload.

*Clifton Grove*. Lloyd's sub-agent at Trouville telegraphs from Deauville, September 24: *Clifton Grove* has grounded, but will probably come off next tide.

*Cambrian* (British brig), from Santa Fé for Falmouth, hides, arrived at Falmouth September 13, with loss of yards, sails, and rigging. Vessel does not leak in harbour.

*Charles* (schooner), of Faversham, from London for Sunderland, with chalk, has been assisted into Great Yarmouth, by tug and boatmen, having sprung a leak whilst at anchor in the roadstead.

*Cymbeline*. Telegram from Lules, September 20, states that the steamer *Cymbeline* has gone ashore, but will probably be got off without damage.

*Don Carlos*, from Newcastle for Rio Janeiro, is reported anchored in Belfast Lough leaky; surveyors have gone off to her.

*Dundarg* (British brigantine), from Rio Grande for Falmouth, hides, arrived at Falmouth September 13, partially dismasted; cut away masts.

*Ethiopian*. Telegram from Monte Video, September 24, states that the British barque *Ethiopian*, Sunderland for Rosario, previously reported aground on the English bank, has become a total wreck. Crew saved.

*Eclipse* (British steamer), from Copenhagen, in entering Cronstadt on September 20, struck the entrance and received damage.

*Emma*, see *Letitia*.

*Florence*. The crew of a *Florence* left Garston for Belfast with a crew of 10 men, one passenger, and a cargo of coals. At midnight she foundered off the Calf of Man. Only two men were picked up by the Isle of Man *King Orry*, crossing from Liverpool to Douglas last Friday.

*Foam*. A telegram from Haven Hole, dated from South Benfleet September 23, reports: *Foam* (yacht), of London, collided with a *Barge*, name unknown, September 21. One man received injuries, and has since died.

*Fryer*, see *Oceanica*.

*Godmunding* (steamer), from Fredrikstad, arrived at Christiania with cylinder cover and piston-rod broken; must temporarily repair.

*Good Hope*. A telegram from Blyth, September 24, reports: *Good Hope* s., of Sunderland, has gone ashore at Hartley Bates, but was towed off by steam tugs, apparently only slightly damaged.

*Hogarth*, see *Achilles*.

*Helmley*. As the *Helmley* s., of West Hartlepool timber laden, was proceeding up the River Thames in tow of the steam tug *Bantam Cock*, she ran ashore

off Cuckold's Point, Limehouse Reach; tug endeavoring to get her off.

*Heatherbell*. Telegram from Liverpool states: The Wallasey ferry *s Heatherbell* and tug *Seacock* were in collision in the river Mersey; damage unknown.

*Heather Bell* (schooner), Londonderry for Ellesmere, ore, aground Lough Foyle.

*Hildegard*, for Rosario, which left the Mersey on September 19, at anchor in river. One of the feed-pipes burst, and being replaced.

*Japan*, belonging to Messrs. Apear and Co., Calcutta, took fire in Hong Kong, September 20, but the fire was afterwards extinguished; vessel and cargo slightly damaged.

*John P. Best*, s. from Nicolaieff for Antwerp, anchored off Newhaven with machinery disabled. She will be towed to Dover.

*Kaisow*. (barque), of London, Fleetwood to Newport (Mon.), in ballast, while in tow of the *Queen of Elk*, parted from tugboat off Morecambe Bay lightship, drove up bay, and came to anchor on foul ground north side of Lune. As weather got worse and caused vessel to be in a dangerous position, captain was advised to employ assistance of Fleetwood tug and boatmen. Tug and men went out, and brought her into dock, having had to slip anchor.

*Knight of St. George*. Telegram from Cardiff states: *Knight of St. George*, loaded coal, when being towed from New Roath Dock through Roath Basin, struck the quay wall at entrance to locks, seriously damaging her bows, and returned to New Dock.

*Louisa* (schooner), from Troon, bound for Larnoe, has been totally wrecked in Browns Bay, Island Magee, co. Antrim; crew saved.

*Lowlands*, s. of West Hartlepool, when docking in Roath Basin, Cardiff, fouled her propeller, carrying away blades, and docked in Morel's Dry Dock.

*Lady Eleanor*, which grounded near Deauville, floated, and returned to dock.

*Lady Ailsa*, a vessel of 766 tons, from Glasgow for Leghorn, laden with coals, has gone ashore on Rig North Rock at Cloughy, but will likely get off.

*Letitia* (schooner), of Chichester, in ballast, and brig *Emma*, of Stettin, from Lulea, timber, for Cardiff, were towed into Dover, having been in collision off Folkestone. Both considerably damaged.

*Lily*. The Admiralty have received a telegram, dated September 20, from Captain Sir Baldwin Walker, despatched from Bonne Bay, Newfoundland, reporting H.M. gun-vessel *Lily* a total wreck off Armour Point, Forteau Bay, on the Labrador Coast of the Straits of Belle Isle. Seven men drowned by the capsizing of a boat.

*Monarch*, s. collided with quay Queen's Dock, Glasgow, damaging some plates in her own bow.

*Marne*, s. which grounded near Rouen, arrived at Rouen; she will be surveyed.

*Noel*. Lloyd's agent at Halifax, N.S., cables: *Noel* (British barque), from Port Medway, has put into Halifax leaky.

*Nashua*. Cablegram from New York states: United States *s Nashua* is on fire.

*Ondine*, see *Aquiline*.

*Oxon*. Lloyd's agent at Soderhavn telegraphs, September 23, *Oxon* totally wrecked, all hands saved, cargo may possibly be recovered.

*Octavia*. A telegram from Deauville states: *Octavia* reported grounded, got off much damaged, and must be docked for survey and repairs.

*Oceanica* (United States steamer), of Buffalo, and the *R. L. Fryer*, of Buffalo, have been in collision on Lake Huron. The former vessel is badly damaged. Both have put into Sand Beach.

*Parthian* (British), from Mobile for London, put into Fayal, September 14, with machinery slightly deranged. Expected to sail in a few days.

*Provincia*. Lloyd's agent at Gibraltar telegraphs September 23: A collision is reported to have taken place between the British *s Provincia* and the Norwegian *s Alliance*, of Bergen. Both vessels have bows severely smashed.

*Pauline* (cutter yacht), from Dover, has been towed into Newhaven by the smack *Alicia*, of Ramsgate, with loss of mast.

*Perseverance*. A telegram from Bangor, September 23, reports: *Perseverance* (schooner), from Laxey for Kingstown, with lead ore, arrived leaky, having been ashore near Penmon Lighthouse; salvage agreement made with pilots.

*Redtail* (schooner) and pilot cutter *Ranger* collided off Ryde; both damaged.

*Ranger*, see *Redtail*.

*Seacock*, see *Heatherbell*.

*Sarah Rowe*. Lloyd's agent at Milford Haven telegraphs on September 25: *Sarah Rowe*, from Port Madock for Portsmouth, was run into by the *Annie Brocklebank* in the harbour yesterday, and had part of stern rail and part of starboard rail and bulwarks carried away.

*Samuel Laing*, s. of London, loaded with coals, bound to Dudman's Dock, lies sunk near St. George's Stairs, Limehouse Reach. Cause through setting on the ground.

*Southmoor*. Telegram from South Shields September 24, states that the *s Southmoor*, of London, loaded, ran into Fish Quay, doing considerable damage, and cut lighter *Triumph* (loaded with oil) down to water's edge. Former vessel proceeded.

*Triumph*, see *Southmoor*.

*Venetia*. A telegram from Lloyd's agent at Mauritius, received through Aden, dated September

21, reports as follows: While at sea a fire broke out on board the *Venetia*, British s, but the fire was extinguished before much damage was done to the cargo. Not much damage has been done to the vessel.

*Vessels*. Telegram from Lloyd's signal station at the Lizard, dated September 25, 8.12 p.m., states as follows: Passing east a very long steamer towing a large sailing vessel: can only judge by the ordinary lights on both vessels, but presume it to be a collision. Vessels are steering for Falmouth.

*Victoria* (British brigantine), has put into Halifax under jury masts, having been diamasted in a gale.

*Windsor* (ketch), of Jersey, cargo cement, has been beached at Northfleet, River Thames, to repair damage to starboard quarter.

## SOME FUN.

### THE ANTIQUE AT A DISCOUNT.

Hashley: "I congratulate you! You are comfortably settled—old wine and old gold for life!"

Flashley: "Not so well off either; to get the old gold had to take an old wife."—*Wasp*.

### HE DREW THE LINE THERE.

Surveyor: "Yes, sir; our railroad will run right through your barn."

Farmer: "Well, I can just tell you I am not going to open and shut the door for every train."

### SHIPWRECKED, BUT SAFE.

Jack Tar: "We ain't so very far from land, Jim! There's been a yacht along here lately."

Jim: "How do you know?"

Jack Tar: "See all them champagne corks."—*Detroit Free Press*.

### WHAT SHE NEEDED.

Mrs. Gassaway: "I tell you, doctor, that I am sick and you say that all I need is rest, and you never even looked at my tongue."

Doctor: "I know that it needs a rest without having to look at it."—*New York Mercury*.

### A LITTLE CAUTION.

Jakey: "I was goin' to tell you a shoke, fadder. Der was—"

Mr. Orpenheimer (excitedly): "Don't you tell no shokes here, Jakey. Der was two customers in der store, and if dey laugh de new suits won't last till dey get to the door."—*Omaha Republican*.

### TRYING TO BE FUNNY.

Youthful swell: "Hello, Johnson, why aren't you in bathing? Afraid the black will come off?"

Johnson: "Dat's jist it, sah. 'Fraid the black'd come off an' I'd look like you. Dat's 'nuff to keep a 'spectable niggah away from de watah, shure, sah."—*Detroit Free Press*.

### A DULL NEIGHBOURHOOD.

Miss Nobby (of Boston): "I suppose, Mr. Pop'em, you have very few amusements out in Montana?"

Mr. Pop'em: "Wal, yas, we hev been right skearce uv amusements the past year. Two or three hangin's an' seven or eight shootin' scrapes is 'bout all, I reckon, that we've had in ther way o' fun."—*Detroit Free Press*.

### THE LATEST EMANCIPATION.

Jim Robinson is telling a story around Toledo which is worth printing. Of course it is about electric street railways, but that doesn't hurt it: It seems a northern company recently put in an electric road in Nashville, Tenn., and an old darkey was shewing it to his wife.

"Look at it! Look at it!" he said. "Bress the Lord, these Yankees are great people. Twenty-five years ago dey come down heah and freed the niggah, and now dey come down and free de mule."—*Toledo Blade*.

### THE WAY TO GO FISHING.

"What's the good of a fishing club," asked a travelling man of a friend. "It's all right to go fishing if you want, but why can't you and your friends go ahead and fish?"

"It's plain that you don't see the advantages of thorough organisation. Now when we go fishing we have a complete understanding under the constitution and by-laws."

"Ah!"

"Yes, and you can bet that when we get back from a trip every man of us tells the same story."—*New York Mercury*.

### THE EFFECTS OF TOO MUCH DRINK.

A minister, with a rather florid complexion, had gone into the shop of a barber, one of his parishioners, to be shaved. The barber was addicted to heavy bouts of drinking, after which his hands were consequently unsteady in his work. In shaving the minister on the occasion referred to he inflicted a cut sufficiently deep to cover the lower part of the face with blood. The minister turned to the barber and said, in a tone of solemn severity: "You see, Thomas, what comes of taking too much drink." "Ay," replied Thomas, "it makes the skin verri tenner."—*New York Mercury*.

### THE BOSS RELIC OF CHICKAMAUGA.

A traveller, riding over the battlefield of Chickamauga, came to a cabin occupied by a negro family, and the man came out and wanted to dispose of some relics from the battlefield. He had some bullets, pieces of shells, two or three old bayonets, and a cannonball or two; but the relic of all relics was an old scythe-blade, to which a rough wooden handle had been tied with sheep twine.

"What do you call that?" asked the traveller.

"Dat, sah, is what General Grant carried in dis yere fout, and I reckon he mowed down about fo' thousand rebels with it."

"My friend, General Grant, was not in this battle."

"He wasn't?"

"No, sir. And no general or soldier of any grade ever carried such a weapon as that."

"Dey didn't?"

"Of course not. Where did you get it?"

"Picked it up on the field, sah."

"It looks as if you made it within a week."

"Look yere, sah, war' you in dis fout?"

"No."

"War' you widin fifty miles of it?"

"No."

"Wall, I was right ober to Abner Jackson's, not ten miles away; an' if I don't know what relics are, you can't larn me. Good day, sah."

"But no general ever —"

"Good day, sah! Pussions who is so werry,

werry partickler had better go long and hunt up der own relic. Chillen, yo' watch dat white man till he gits beyan' de turnip patch."

### THE SHAH AND HIS MINISTER.

When the Honourable Hadji Hasein Ghooly Khan arrived in Paris he found that his august master, the Shah of Persia, was there ahead of him, enjoying the sights of the city and going up the Eiffel Tower three times a day. When Mr. H. H. G. Khan called at the hotel at which the Shah of Persia was staying, and was informed that his tremendous frightfulness was in, he salaamed clear down to the ground and spread his hands horizontally three or four times, and then ventured into the awful presence.

"Well, Ghooly," said that potentate, "how's things? I thought you were over in the States."

"Your most august tremendousness," answered the Minister, salaaming again, "I have just come from there."

"Ah, ha," said the Shah, poking him jocosely in the ribs, "you heard what a time I was having over here, did you, and you wanted to come and enjoy it yourself for a while? This is a great town. Beats London all to pieces. If New York is anything like it I am going over there on the first steamer."

"Alas, your sublime mightiness, you wouldn't like it over there. I came away in sorrow because of the items which the papers had been publishing, referring in common, every-day language to your most potential highness."

"What did the villains say about me?"

"Here it is, your gracious Majesty. Here is an item from a vile Detroit paper, which says: 'His Majesty the Shah has 3,695 wives, and every Monday being the wash day, he never shows up in the regal residence at all.'"

"And does the varlet who wrote that still live?"

"Alas, your gracious awfulness," replied the trembling Minister, "he does."

"Why did you not have his head stricken off?"

asked the Shah, with a calm that was more terrifying to the Minister than his previous rage.

"If you please, your gracious Majesty, such is not allowed in that barbarous country."

"Nonsense," cried the Shah, "you can't stuff me that way. In that paper you sent me over it says that his Majesty the President of Harrison had the heads of his office-holders in a basket, and that his mightiness Wamamaker had beheaded nearly all of the post-masters belonging to the former Government."

"Is it not so?"

"Your Majesty," cried the terrified Minister, "it is so politically, but not practically."

"What care I," shouted the Shah, "how it is done! Politically, or with the broad-axe or a sword, it is the same to me. I care not how the heads are shorn, so be it they are shorn. Hast thou more of that stuff in your scrap-book?"

"Aye, your most gracious awfulness, it is indeed full of similar extracts."

"And thou hast dared to bring it in my presence," cried the Shah, now thoroughly enraged, "while the authors still live?"

The trembling ex-Minister made no reply.

The Shah turned to one of his attendants and said,

"Just oblige me by taking this man to the bathroom, where it will not make too much of a mess, and take off his head."

This was accordingly done. A cable despatch to the papers records the unfortunate occurrence thus:—

"PARIS, August 1st.—The Honourable ex-Minister Khan died suddenly at the Grand Hotel this morning. He was ill but a few moments with throat trouble, but by the time the Court physician of Persia arrived nothing could be done for the unfortunate man."—*Detroit Free Press*.

The Pope has sent his congratulations to Cardinal Manning upon his successful labours to bring about a settlement of the dock strike.



On Wednesday afternoon the normal spring tides were disturbed by an exceptionally high tide in the River Thames.

At North Shields, on September 23rd, William Leith, master of the *Alma* s., for having caused his vessel to proceed to sea after detention by the authorities, was fined £10 and costs.

At Liverpool, September 23rd, James Mackay, 43, a sailor, was charged at the instance of the Board of Trade with fraudulently making use of a certificate of discharge. The prisoner said he had lost his own discharge, and thought that there would be no harm in using the certificate as he was a sailor. Fined 20s. and costs.

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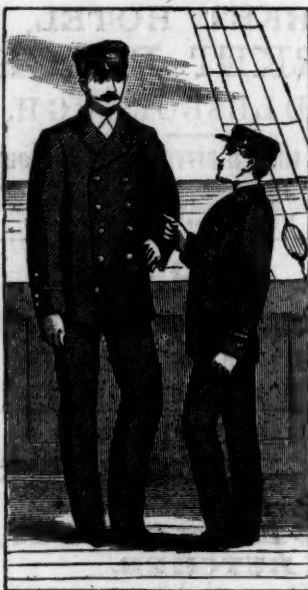
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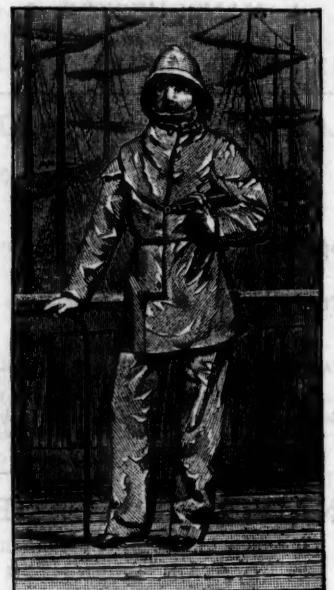
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